

Alexandria Transit Strategic Plan (FY 2025 – FY 2034) FY 2026 Update Addendum



*Presented to ATC Board of Directors
March 12, 2025*



FY 2026 – FY 2035 Alexandria Transit Strategic Plan (ATSP) Update Addendum
Table of Contents

Contents

1.0 Executive Summary	2
2.0 Background	4
3.0 Planned Improvements & Modifications (FY 2026 – FY 2034)	6
3.1 Fare Changes	6
3.2 Overview of Planned DASH Service Changes	6
3.3 Near-Term Improvements & Modifications (FY 2026)	8
3.4 Mid-Term Improvements & Modifications (FY 2027 – FY 2029)	15
3.5 Long-Term Improvements & Modifications (FY 2030 – FY 2034)	18
4.0 Implementation Plan	22
4.1 Transit Asset Management Plan	22
4.2 Bus Fleet	22
4.3 Support Vehicle Fleet	23
4.4 DASH Facility	24
4.5 Capital Improvement Program (CIP)	24
4.6 DASH Technology Improvements	27
5.0 Financial Plan	29
5.1 / Operating and Maintenance Costs and Funding Sources	29
5.2 / Capital Costs and Funding Sources	31
 Appendix A: DASH Public Outreach Summary	 32
Appendix B: DASH Arlandria Service Evaluation	33
Appendix C: WMATA Better Bus Network Redesign Project	34

1.0 Executive Summary

The FY 2025 – FY 2034 Alexandria Transit Strategic Plan (ATSP) was approved by the ATC Board of Directors in May 2024 and fulfills a new requirement from the Virginia Department of Rail and Public Transportation (DRPT). Similar to the previous Transit Development Plan (TDP) that it replaced, the ATSP outlines service, capital and finance plans on a short- and long-term horizon. The full FY 2025 – FY 2034 ATSP document is available at www.dashbus.com/strategicplan.

The ATSP that was adopted for FY 2025 covers a ten-year period with major updates every five years. The next major update will be required in FY 2030. Annual updates for years in which major updates are not required (e.g. FY 2026) are provided as an addendum to the original ten-year plan. This document represents the addendum document for FY 2026 and is subject to public outreach and review by the ATC Board of Directors. The final FY 2026 ATSP Update must be adopted by the ATC Board in concurrence with the final city budget for FY 2026.

The FY 2026 ATSP Addendum provides details on proposed service changes for FY 2026 and beyond, along with updates to the capital program and financial plan that were provided in the previous ATSP document. Major highlights from the FY 2026 ATSP Addendum include:

- **FY 2026 Service Levels**

- *Service Levels.* Based on budgetary guidance provided by City Manager and the Office of Management and Budget (OMB), DASH is projecting to operate approximately 355,400 platform hours and 3.4 million platform miles of service in FY 2026. This represents an increase of 8 percent from the previous year to account for ambient traffic growth and to address worsening service reliability issues. No major service or route changes are included as part of this “Current Services” baseline scenario.
- *Unfunded ATV Improvements.* DASH is proposing improvements on Lines 31, 32 and 34 that would increase service frequencies during middays, evening and weekend periods as outlined by the 2022 Alexandria Transit Vision (ATV) Plan. Funding has not yet been identified for these improvements and they are not included in the draft FY 2026 city budget that is under consideration by City Council
- *WMATA Better Bus Network Redesign.* WMATA will be implementing the first phase of its Better Bus Network Redesign project in June 2025. All Metrobus routes will be renamed (e.g. A11, A70, etc) and many routes will be adjusted to better meet the needs of the Alexandria community. More information can be found in Appendix C and on the WMATA website (<https://www.wmata.com/initiatives/plans/Better-Bus/index.cfm>).

- **Future Service Changes**

- *Arlandria Service Improvements.* Staff conducted an analysis of DASH service in Arlandria and have identified a route extension of Line 34 to Arlington Ridge via Reed Avenue and Mount Vernon Avenue that could increase transit affordability and

connectivity for Arlandria residents as early as FY 2027. The full “DASH Arlandria Service Evaluation” report is included as Appendix B.

- *West End Transitway.* DASH continues to work with City staff on the planning and implementation of the West End Transitway. DASH is prepared to operate the new enhanced bus service between Van Dorn Metro and Pentagon, and will adjust Line 35 when the West End Transitway begins service in FY 2028.
- *2030 ATV Improvements.* DASH will continue to pursue funding for service improvements to Lines 30, 31, 32, 103 and 104 that have been identified in the ATV Plan and the FY 2025-FY 2034 Alexandria Transit Strategic Plan (ATSP).

- **DASH Capital Projects**

The DASH Capital Improvement Program (CIP) for FY 2026 – FY 2035 is highlighted by the following major projects, which will require \$144 million over the next decade:

- **Facility Expansion.** DASH is continuing to progress with the design of its Facility Expansion project, which is funded by a previous Smart Scale grant. Construction is expected to begin
- **Fleet Electrification.** DASH continues to lead the region in its zero-emissions fleet program and will be adding 27 new electric buses in the coming years with grant funding from FTA Low/No Emissions, DRPT Smart Scale and NVTC Commuter Choice programs. Additional funding from the FTA Low/No project will be used to upgrade the electric bus charging infrastructure in the DASH Facility to support the new buses.
- **On-Route Electric Bus Charging.** DASH has been awarded federal funding to implement an on-route bus charging station at the new West End redevelopment at Landmark Mall. DASH is working to implement this project within the next 12 months.
- **DASH Technology Project.** DASH is initiating a procurement for a project that seeks to replace or upgrade its CAD/AVL (Computer-Aided Dispatch/Automated Vehicle Locator) platform. The CAD/AVL platform allows DASH to track the precise locations of its buses in real-time and is critical to supporting daily operations.

Additional grant funds are being sought for the following capital projects that are not included in the FY 2026 – FY 2035 Capital Improvement Program:

- **Deck Replacement.** DASH is seeking funding for a new project to replace the parking deck at the DASH Facility. This project has been identified as a critical need by DASH and the City’s Department of General Services.
- **DASH Facility Refurbishment.** DASH is potentially seeking funding in conjunction with the Deck Replacement project to address facility equipment and rehabilitation needs that are typical of mid-life of transit facilities. Such items could include the bus wash,

further replacement of roll up doors, replacement and/or rehabilitation of the chassis wash, etc.

- **Digital Mirrors Pilot.** DASH is seeking FY 2026 DRPT Demonstration Grant funding to pilot the implementation of a mirrorless camera system that would help reduce blind spots for operators and improve overall safety.
- **DASH Replacement Buses.** Seven (7) buses are due to be replaced in FY 2026 and fourteen (14) buses are due for replacement in FY 2027. Existing funding in the City's CIP is insufficient to meet the State of Good Repair needs in FY 2027. DASH is planning to seek additional discretionary funds to fund the FY 2026 replacement buses, displacing existing City CIP funds to help address the FY 2027 replacement buses.



2.0 Background

As outlined above, the FY 2026 ATSP Addendum represents a minor update to the FY 2025 – FY 2034 Alexandria Transit Strategic Plan. This update includes new information that will supersede Sections 3, 4 and 5 of the original ATSP document. These updates will focus on planned service improvements (Section 3), capital improvement projects (Section 4), and Financial Plan (Section 5).

The FY 2026 ATSP Addendum is subject to the same requirements for public outreach and approval by the ATC Board of Directors. A summary of the process and timeline is provided below.

Table 2-1 | FY 2026 ATSP Update Schedule

Timeline	ATSP Action
January/February	ATSP Development
March	Draft ATSP Presented to ATC Board
March/April	ATSP Outreach; Public Hearing
May	City Council Approves Final Budget
June	ATC Board Considers ATSP Adoption
July	Start of New Fiscal Year

Public outreach is a major part of the ATSP development process. DASH Marketing and Public Engagement staff will be leading a comprehensive outreach program to educate community members and collect feedback on the service changes outlined in the FY 2026 ATSP Addendum. This outreach will include website updates, social media engagement, online surveys, bus posters, and community meetings.

All feedback will be compiled and reviewed by staff to inform potential modifications to the final FY 2026 ATSP Addendum document. A summary of all outreach and comments received will also be provided in the final ATSP Addendum for ATC Board review.

3.0 Planned Improvements & Modifications (FY 2026 – FY 2034)

The following section provides recommendations for future service changes and fare adjustments. The proposed changes are largely consistent with the FY 2025 – FY 2034 ATSP document but have been delayed by one year due to funding availability.

3.1 Fare Changes

No changes to the DASH Free Fares program are being considered at this time. The upcoming fiscal year (FY 2026) represents the fourth and final year of the DRPT Transit Ridership Incentive Program (TRIP) grant that has provided over \$7 million in funding to offset lost fare revenues. Based on the funding agreement with DRPT, FY 2026 is the first full fiscal year in which the City of Alexandria is responsible for 100% of program funding. As a result, the cost of the program is included in the DASH Current Services budget for FY 2026 that will be reviewed and adopted by City Council.

Metrorail and Metrobus fares are also expected to be maintained at FY 2025 levels based on the proposed FY 2026 WMATA budget.

The City of Alexandria is applying for grant funding that would provide free rides on Metrorail and Metrobus for all ACPS students through the Virginia Department of Rail and Public Transit (DRPT) Transit Ridership Incentivization Program (TRIP). If funded, the free student rides program could begin as early as late 2025.

3.2 Overview of Planned DASH Service Changes

Table 3-1 provides a route-by-route list of all DASH service improvements that were identified in the FY 2025 - FY 2034 Alexandria Transit Strategic Plan with several minor modifications for FY 2026. The rest of the section seeks to prioritize the implementation of the changes based on ATV recommendations, funding availability, staff input, and guidance from the ATC Board of Directors and City leadership.

The sections that follow outline the prioritization and timelines by which these planned service changes should be implemented. It should be noted that specific operating funding sources for many of the improvements outlined below have not yet been identified. Such improvements are classified as “unfunded” and DASH will continue to work with the City’s Office of Management & Budget and City Council to advocate for the service improvements outlined below to be included in the city’s annual budget each year.

Table 3-1 | DASH Planned Improvements & Modifications (FY 2026 – FY 2035)

Line	Proposed Service Change	Relevant ATSP Policy, Goal or Standard
30	Increase off-peak and weekend headways from 30 minutes to 15 minutes for the entire route (Van Dorn Metro to Braddock Road Metro via Duke Street and Old Town) to meet headway standard for "Frequent" routes; Increase weekday peak headways from 30 minutes to 10 minutes for western route segment (Landmark Transit Center - Van Dorn Metro).	ATV, Headway Standard
31	Increase off-peak and weekend headways on the Old Town segment (King St. Metro - Braddock Rd. Metro) from 30 minutes to 15 minutes; Extend route to Baileys Crossroads for better connections to Columbia Pike corridor.	ATV, Ridership Standard, Headway Standard, Underserved Area
32	Increase off-peak and weekend headways from every 60 minutes to every 30 minutes for the entire route (Landmark Transit Center - King St. Metro via Eisenhower Ave.); subsequently improve weekday and weekend headways from 30 minutes to 15 minutes between Van Dorn Metro and King Street Metro to meet headway standard for "Frequent" routes and realign to John Carlyle Street.	ATV, Ridership Standard, Headway Standard, Underserved Area
33	No additional improvements planned.	-
34	Increase Sunday headways from every 60 minutes to every 30 minutes for the entire route (Potomac Yard - Lee Center via Old Town). Extend route from Potomac Yard to Arlington Ridge Shopping Center via Reed Avenue and Arlandria.	ATV, Ridership Standard, Headway Standard, Underserved Area
35	Route and/or service levels likely to be modified as part of West End Transitway Operating Plan development.	-
36A	No additional improvements planned.	-
36B	No additional improvements planned.	-
102	Increase weekday midday headways from every 60 minutes to every 30 minutes.	ATV
103	Increase weekday peak headways from every 30 minutes to every 20 minutes for the entire route (Braddock Road Metro - Pentagon Metro via Parkfairfax).	ATV
104	Increase weekday peak headways from every 30 minutes to every 20 minutes for the entire route (Braddock Road Metro - Pentagon Metro via Parkfairfax).	ATV, Ridership Standard
King Street Trolley	Extend routing from King Street Metro to Eisenhower Metro and move service starting time up from 11:00 AM to 6:00 AM on weekdays and weekends.	ATV, Underserved Area

3.3 Near-Term Improvements & Modifications (FY 2026)

In FY 2026, DASH is projected to operate 355,400 platform hours and 3.4 million platform miles under its baseline “Current Services” budget, which includes no service changes from what was operated in FY 2025.

The FY 2026 service levels outlined above assume continued funding from the Northern Virginia Transportation Commission (NVTC) through the I-395 Commuter Choice grant program. This program requires that agencies receiving funds for enhanced service must reapply every two years through a competitive award process. DASH has re-applied for funding to continue enhanced service on Lines 35 and 36A/B for the FY 2026 – FY 2027 program cycle.

Unfunded ATV Improvements (FY 2026)

The following service improvements were identified by the 2022 Alexandria Transit Vision Plan that was adopted by the ATC Board of Directors in 2019 but have not yet been implemented due to funding constraints. If supplemental funding was identified by City Council in FY 2026, DASH would implement the following improvements, which are listed in order of prioritization.

1. **Line 32 (Landmark Transit Center – King Street Metro via Eisenhower Avenue).** DASH is proposing to improve midday, evening, and weekend service to run every 30 minutes instead of every 60 minutes. Staff have identified several partial improvement scenarios for Line 32 which are outlined in the following table in the event that partial funding is available.
2. **Line 34 (Potomac Yard-VT Metro – Lee Center via Old Town).** DASH is proposing to improve Sunday headways from every 60 minutes to every 30 minutes.
3. **Line 31 (NVCC Alexandria – Braddock Road Metro via King Street).** DASH is proposing to extend weekend and off-peak short trips on Line 31 from King Street Metro to Braddock Road Metro so that Line 31 service in Old Town would run every 15 minutes instead of every 30 minutes.

A summary table of the proposed improvements that would be included in the FY 2026 Unfunded ATV Improvements scenario is included as Table 3-2. Maps of each improvement are also provided as Figures 3-1, 3-2, and 3-3, respectively.

With the implementation of the FY 2026 Unfunded ATV Improvements outlined, DASH would operate approximately 370,000 annual platform hours and 3.56 million platform annual miles. These totals represent a four (4) percent increase from the baseline “Current Services” FY 2026 scenario. These service totals also include the Line 35 and 36A/B service enhancements from the I-395 Commuter Choice program that were discussed in previous sections.

Table 3-2 | Potential FY 2026 ATV Improvements (UNFUNDED)

Priority Order (1 = top priority)	Line #	Areas Served	Proposed Improvement	Net Annual Cost (Approx.)
1	Line 32 (Full Improvement)	Landmark Mall, Ripley Street, S. Pickett Street, Van Dorn Metro, Eisenhower Valley, Carlyle	Improve midday, evening and weekend service from every 60 minutes to every 30 minutes for entire Line 32 route.	\$850,000
	Line 32 (Partial Improvement A)	Landmark Mall, Ripley Street, S. Pickett Street, Van Dorn Metro, Eisenhower Valley, Carlyle	Improve weekday midday and evening service from every 60 minutes to every 30 minutes (No improvements on weekends)	\$460,000
	Line 32 (Partial Improvement B)	Landmark Mall, Ripley Street, S. Pickett Street, Van Dorn Metro	Improve middays, evenings and weekends from every 60 minutes to every 30 minutes between Landmark Transit Center and Van Dorn Metro (No improvement for Van Dorn Metro-King Street Metro segment)	\$460,000
2	Line 34	Potomac Yard, Old Town North, City Hall, Lee Center	Sunday service improved to run every 30 minutes instead of every 60 minutes to provide better connectivity to new Potomac Yard Metro	\$150,000
3	Line 31	NVCC, King Street, Old Town	Extend offpeak/weekend short trips from King Street Metro to Braddock Road Metro for 15 minute service in Old Town; extend weekday evening hours.	\$1,100,000

Table 3-2 | Potential FY 2026 ATV Improvements (UNFUNDED) - continued

PROPOSED DASH SERVICE IMPROVEMENTS (FY 2026)		DASH Service Planning Decision Framework (1)				
		Ridership	Equity (2)		Impact/Alternatives	Cost Efficiency
Priority Order (1 = top priority)	Line #	Net Change in Annual Boardings (Projected)	Low Income Residents within 1/4 mile (City Avg = 9%)	Minority Residents within 1/4 mile (City Avg = 51%)	Description of Benefit / Cost of Not Improving	Annual Cost Per Add'l Boarding (Lower = More Cost Efficient)
1	Line 32 (Full Improvement)	68,000	9%	54%	Shorter waits for buses along Line 32 route during middays, evenings and weekends.	\$12.50
	Line 32 (Partial Improvement A)	37,000	9%	54%	Shorter waits for buses along Line 32 route during weekday middays and evenings.	\$12.43
	Line 32 (Partial Improvement B)	37,000	12%	63%	Shorter waits for buses along Line 32 route between Landmark and Van Dorn Metro during middays, evenings and weekends.	\$12.43
2	Line 34	9,000	8%	32%	Shorter waits for buses on Sundays in Old Town; better Sunday service to new Potomac Yard Metro	\$16.67
3	Line 31	83,000	7%	39%	More one-seat trips from King St to Old Town; better connections to West End; more frequent OTC	\$13.25

Notes:

- (1) DASH Service Planning Decision Framework includes a list of factors that inform service planning decision. The framework is based on the goals defined by the Alexandria Transit Vision Plan, and was adopted by the ATC Board in January 2021.
- (2) Equity analysis uses census block data to determine the minority and low income percentages of the groups that would be affected by proposed changes, per DASH Title VI Service Equity Analysis policy. Aggregate impact of changes should be +/- 10% of service area average to ensure that no disparate impact is created on protected classes.

Figure 3-1 | Line 32 Service Improvement Route Map (UNFUNDED)



Figure 3-2 | Line 34 Service Improvement Route Map (UNFUNDED)

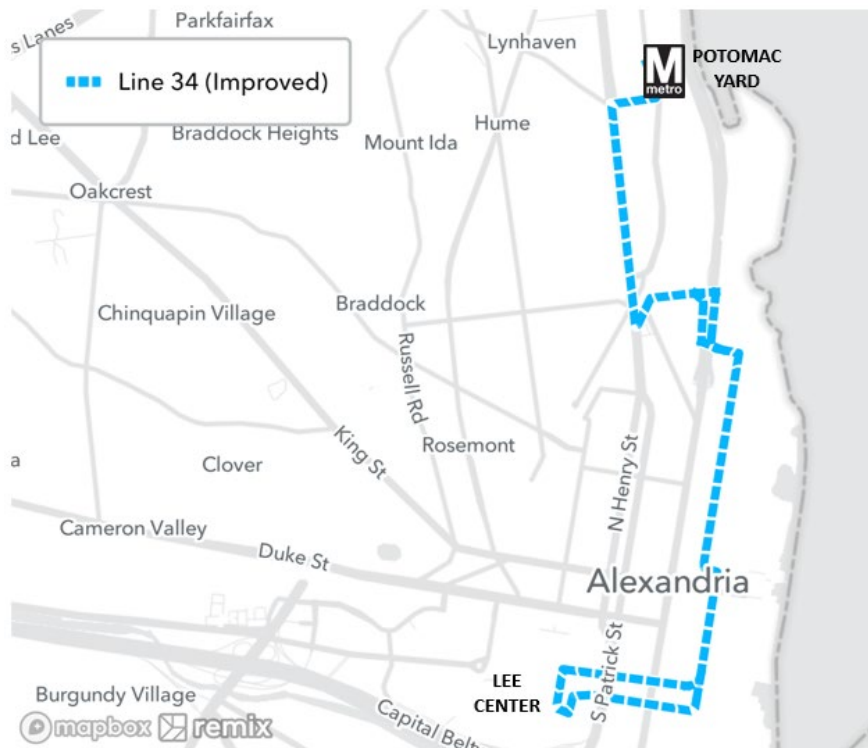
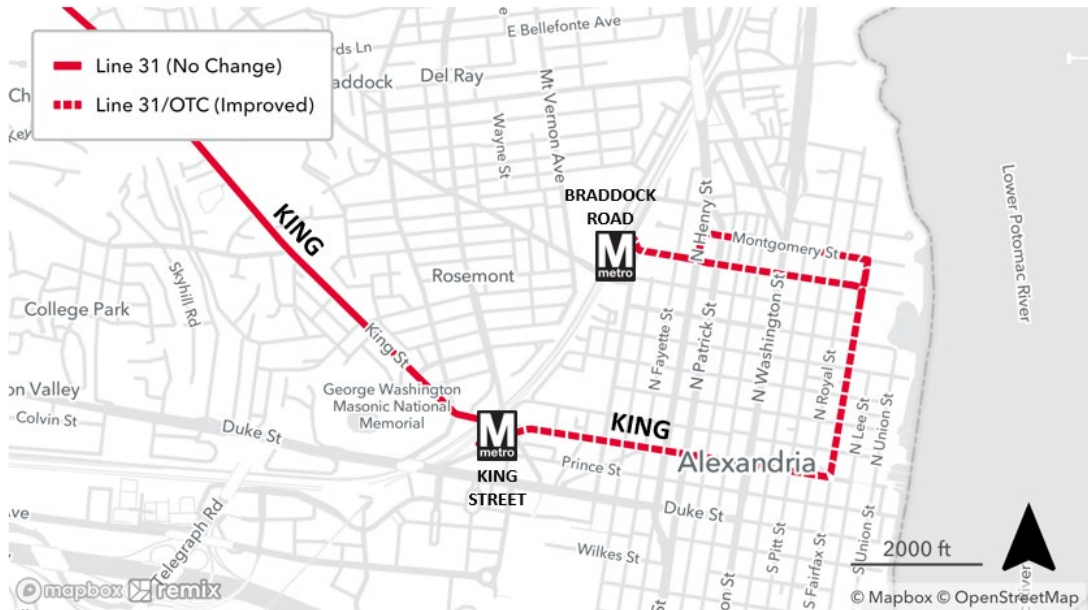


Figure 3-3 | Line 31 Service Improvement Route Map (UNFUNDED)



Bus Stop Consolidations & Improvements

DASH is continuing to work with City T&ES staff to improve the passenger waiting environment at bus stops across the City. Potential improvements include the installation of shelters or benches, parking space removals, and the construction of curb extensions or “bulb outs”.

Bus bulb-outs can be particularly useful in congested urban areas like Old Town because they create room for accessible bus stops with shelters or benches but have a reduced impact on parking space availability. The City is continuing to work on a project to improve bus stops with bulb outs on King Street in Old Town. This first phase of this project included a consolidation of bus stops, which was implemented in February 2025.

The City of Alexandria has also applied for DRPT funding through the Transit Ridership Incentivization Program (TRIP) to implement bus stop improvement projects across the city.

DASH-ACPS Coordination

As part of the FY 2025 City Budget development process, City Council has requested that DASH and ACPS staff coordinate to determine if DASH would be able to expand its service capacity for ACHS students to enable ACPS to reduce the resources needed to pupil transportation. This evaluation will be conducted during Spring 2025 and staff expects to have preliminary recommendations by early summer. While any major changes to DASH service resulting from this effort are not expected to be implemented until FY 2027, however, it is possible that minor service adjustments for ACHS could be introduced in FY 2026, pending fleet and funding availability.

WMATA Better Bus Network Redesign Project.

DASH and the City of Alexandria have worked closely with WMATA and other regional partners to develop the “Better Bus Network” regional bus network redesign project over the last two years. This project includes a comprehensive redesign of Metrobus routes across the Washington, DC region with new bus route names.

The first phase of the Better Bus Network redesign will be implemented in June 2025 and will include significant changes for Metrobus riders in Alexandria. Although DASH and City of Alexandria staff were involved in the network planning process, the redesign will have no impact on DASH routes or service levels.

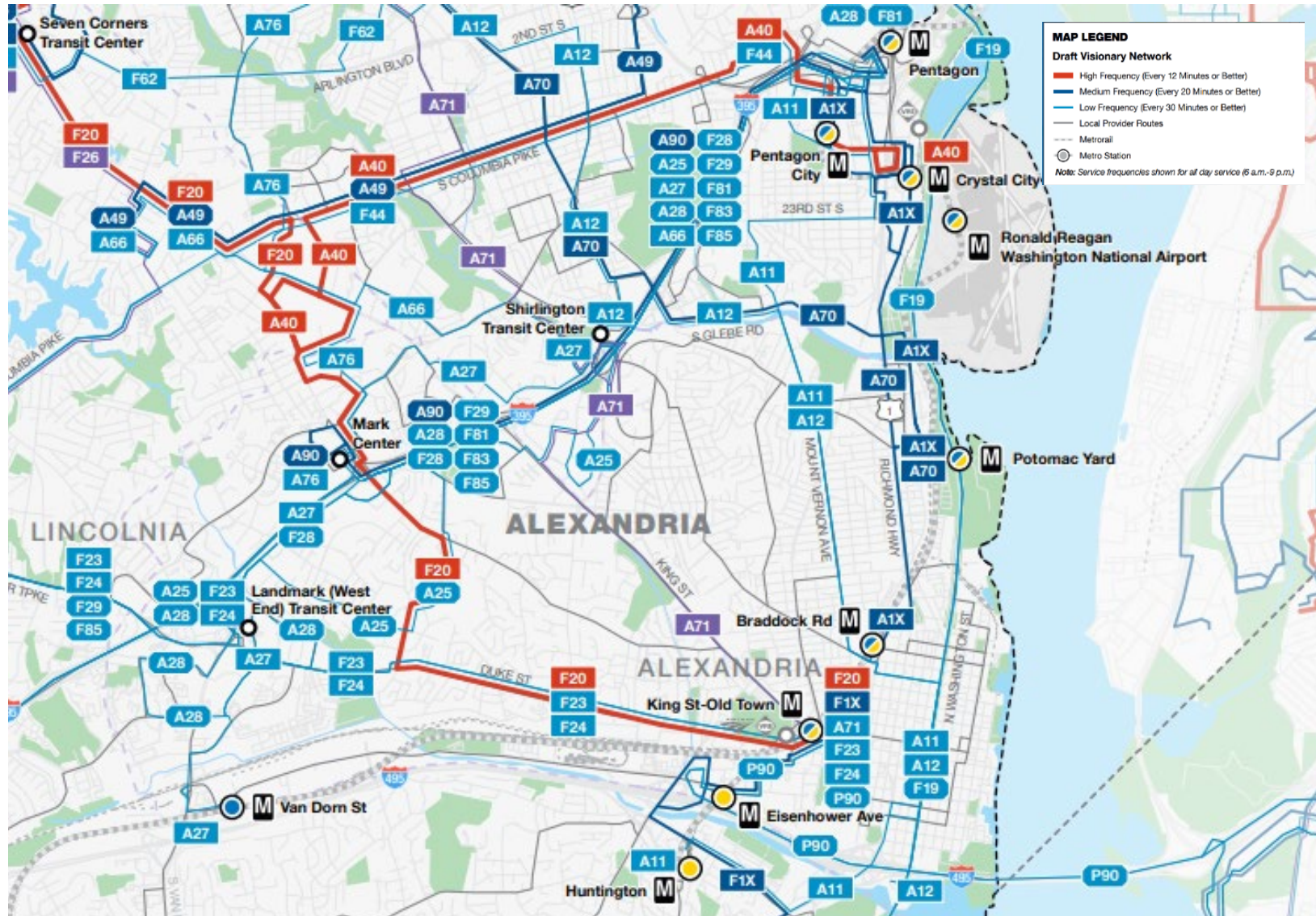
A summary of the Better Bus Network changes in Alexandria is provided below:

- Existing high-frequency Metrobus routes in Alexandria will be largely maintained with new route numbers (e.g. 10A/B > “A11/A12”, 28A > “F20”, Metroway > “A1X”, REX > “F10”).
- New “A25” route will consolidate existing Metrobus 8W and 22F weekday peak service. The new route will maintain existing service on Taney Avenue and North Van Dorn Street but will be realigned in Parkfairfax to stay on Quaker Lane. As a result, Parkfairfax residents on Valley Drive, Gunston Road and Martha Custis Drive will no longer be served by Metrobus (*Alternatives – DASH Line 36A/B, 104*).
- Metrobus 23A/B will be removed from Martha Custis Drive, West Glebe Road and Mount Vernon Avenue (*Alternatives – DASH Lines 36A/B, 103; Metrobus A11/A12*)
- New routes will be introduced connecting Alexandria and Arlington, similar to those identified in the 2030 Alexandria Transit Vision Pla. The new Metrobus “A70” route will connect Potomac Yard to Ballston and Tysons Corner, while the new Metrobus “A71” route will connect King St. Metro to Parkfairfax, Shirlington and Ballston.
- In addition to the route renumbering, WMATA is also planning to replace and update all Metrobus stop signs throughout the region. At this time, DASH is not planning to replace the bus stop signs or modify the route numbers that were implemented as part of the New DASH Network in September 2021.

More information can be found in Appendix C and on the WMATA website:

<https://www.wmata.com/initiatives/plans/Better-Bus/index.cfm>.

Figure 3-4 | WMATA Better Bus Network Changes (June 2025)



3.4 Mid-Term Improvements & Modifications (FY 2027 – FY 2029)

Over the next five years, DASH anticipates continued advancement of the recommendations outlined by the 2030 Alexandria Transit Vision Plan, as well as improvements to DASH bus service in Arlandria and the implementation of the West End Transitway.

Mid-Term Service Improvements

For FY 2027, FY 2028 and FY 2029, DASH will continue working to implement the recommendations of the Alexandria Transit Vision Plan, including any “Unfunded ATV Improvements” from the 2022 ATV Plan that could not be implemented in earlier years. Ultimately, DASH will be seeking to fully realize the 2030 ATV Plan that was approved by the ATC Board of Directors in 2019. Additional information on the Alexandria Transit Vision Plan project, process, outcomes, and final report can be found at the ATV project website: www.dashbus.com/transitvision.

The full list of proposed FY 2027 DASH service changes includes:

- **Unfunded FY 2026 Improvements.** The three “unfunded” improvements from FY 2025 on Lines 32, 34, and 31 outlined in the previous section would be the top priority for FY 2027 and beyond if not implemented in FY 2026.
- **Line 30.** DASH is proposing to implement major off-peak service enhancements on the route so that it would run every 15 minutes during weekday middays, evenings, and weekends. *(Unfunded)*
- **Line 32.** DASH proposes to increase weekday peak service on Line 32 from every 30 minutes to every 15 minutes between Van Dorn Metro and King Street Metro. *(Unfunded)*
- **Line 34.** Route extension from Potomac Yard to Arlington Ridge via Arlandria, per Arlandria Service Evaluation *(Unfunded)*.
- **Line 103.** DASH is proposing to improve weekday peak headways to run every 20 minutes instead of every 30 minutes, similar to AT-3 peak service prior to the COVID pandemic. *(Unfunded)*
- **Line 104.** DASH is proposing to improve weekday peak headways to run every 20 minutes instead of every 30 or 60 minutes, similar to AT-4 peak service prior to the COVID pandemic. *(Unfunded)*

For FY 2028, DASH proposes the following additional service change:

- **King Street Trolley.** DASH proposes to extend the King Street Trolley from the King Street Metro to the Eisenhower Metro. DASH is also proposing to expand morning service hours so that Trolley service begins at 6:00 AM instead of 11:00 AM. Additional expansions between City Hall and the Old Town Waterfront are also being explored. *(Unfunded)*

- **Line 102.** DASH is proposing to increase weekday midday headways on Line 102 from every 60 minutes to every 30 minutes.
- **West End Transitway.** The City of Alexandria is actively planning to build the West End Transitway, a high-capacity BRT service that would operate along the I-395 corridor between Alexandria and the Pentagon. The original route began at the Van Dorn Metro with stops at Landmark, Mark Center, Southern Towers and Shirlington Transit Center before reaching the Pentagon. The West End Transitway would replace significant portions of the DASH Line 35 with a modified routing pattern, more service during weekday peak periods, and more investment in bus prioritization and stop amenities. Additional route adjustments to the New DASH Network structure along Beauregard Street near Lincolnia and King Street will be required in conjunction with the start of West End Transitway service, which is expected to begin in FY 2028.

Although a specific transit provider has not been identified to operate this service, DASH is well-positioned for this opportunity due to its other nearby services and cost efficiency. Some operating funding for the West End Transitway has been secured through CMAQ/RSTP, but additional funding may be needed. The I-395/95 Commuter Choice program and other state and regional funding sources will be actively pursued. Additional information will be included in updates to this document in subsequent years.

For FY 2029, DASH proposes the following additional service changes:

- Any proposed near-term improvements that were identified in the previous section will be proposed for implementation in FY 2028.
- Line 31 is proposed to be extended from its current terminus at NVCC Alexandria to Skyline via Seminary Road in FY 2028 (*Unfunded*).

DASH Arlandria Bus Service Evaluation

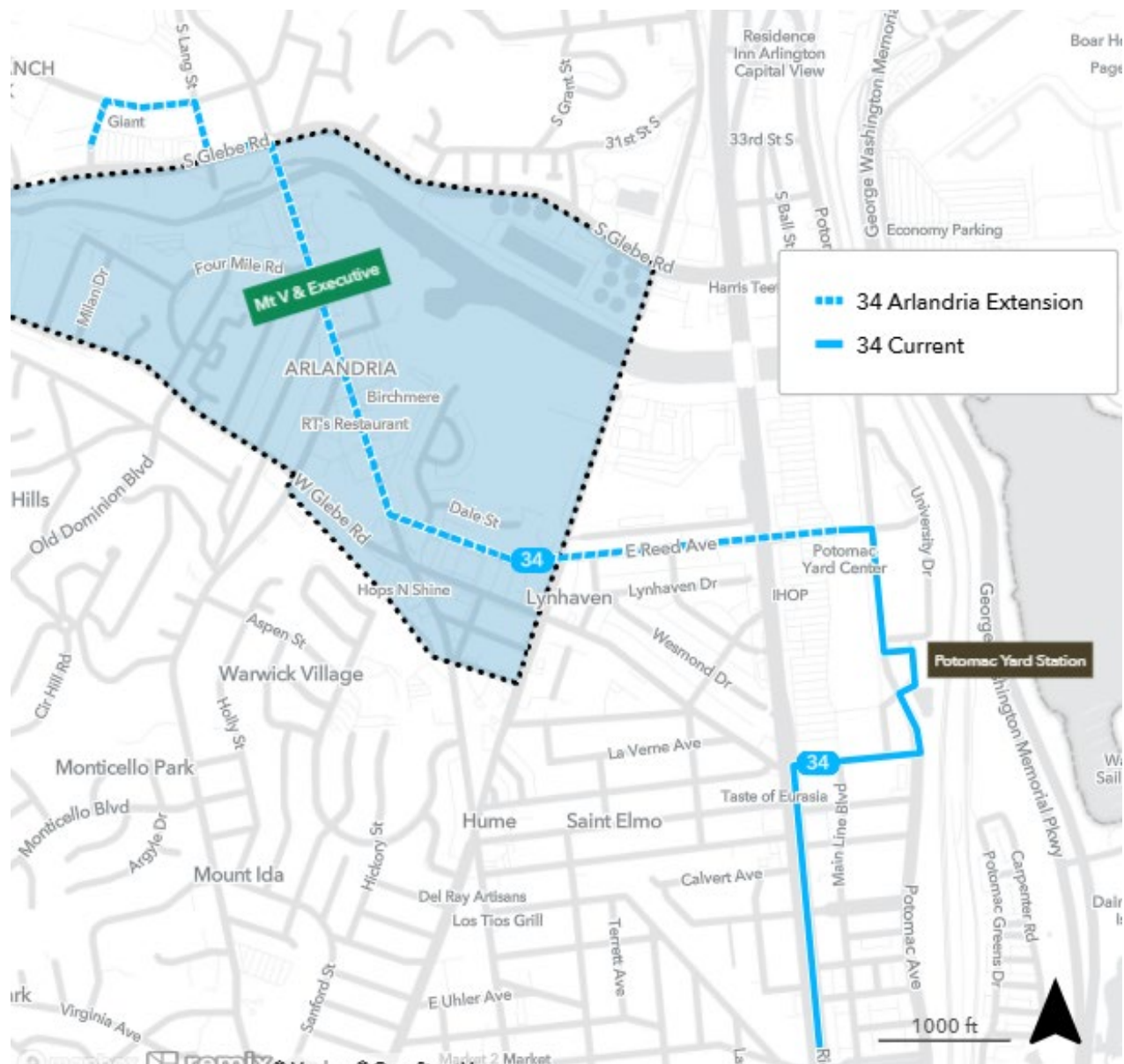
DASH staff have conducted a review of fixed-route bus service in Arlandria to determine if any routes could be adjusted to serve the section of Mount Vernon Avenue, north of Reed Avenue, which is currently served by Metrobus 10A/B service, but not by DASH. The need for this study was based on feedback from City leadership and the Arlandria community that this corridor would benefit greatly from better access to fare-free DASH service. The resulting “DASH Arlandria Service Evaluation” report is included as Appendix A to this document.

As outlined in the report, DASH staff reviewed four (4) different scenarios that each included different service adjustments to help extend DASH service to Arlandria residents along Mount Vernon Avenue. The analysis included a review of current travel patterns, travel times, operational/safety considerations, operating cost impacts, fleet requirements, ridership and equity benefits.

Based on these analyses, staff is recommending a bidirectional extension of Line 34 from Potomac Yard to Arlington Ridge via Arlandria. As shown in Figure 3-5, the new Line 34 routing would provide a direct connection from Arlandria to Potomac Yard via Mount Vernon Avenue and Reed Avenue and would also provide access to the Arlington Ridge Shopping Center in Arlington County. As outlined in Appendix B,

this improvement would require a \$604,000 increase to the DASH annual city subsidy, as well as one additional bus and the removal of several concrete channelization islands at the intersection of Richmond Highway and Reed Avenue. Finally, additional regional coordination will be required as this routing would require DASH buses to enter Arlington to serve the Arlington Ridge Shopping Center and to turn around. As a result of these factors, this route extension is proposed for FY 2027 and must be considered alongside other unfunded ATV improvements that have been prioritized in FY 2026.

Figure 3-5 | Proposed Line 34 Extension to Arlandria



3.5 Long-Term Improvements & Modifications (FY 2030 – FY 2034)

For FY 2030 and beyond, additional service change proposals will be made to advance the implementation of the 2030 Alexandria Transit Vision Plan network based on available funding. An overview of the 2030 ATV Plan network is provided below. Additional potential service improvements related to the West End Transitway and Duke Street BRT are also described at the end of this section.

2030 Alexandria Transit Vision Plan

The 2030 ATV Network represents the ultimate vision for the new ridership-oriented bus network while providing frequent, all-day bus service across most of the city. Many of the routes in the 2030 network are similar to the routes from the 2022 New DASH Network, but with additional frequency improvements. It should be noted that some of the routes and service levels outlined by the ATV Plan are subject to change based on the recommendations from previous Alexandria Transit Strategic Plan (ATSP) recommendations and the West End Transitway Operations Plan that will be finalized by Spring 2025.

The 2030 ATV Network was designed to be implemented by 2030, however, some of the improvements could be introduced in FY 2030 or beyond if funding is not available in earlier years.

Full information about the 2030 ATV Plan can be found at www.dashbus.com/transitvision.

Duke Street Bus Rapid Transit (BRT)

The City of Alexandria was recently recommended to receive \$75 million in NVTa grant funding for the design and construction of the first phase of the “Duke Street in Motion” BRT project, which is scheduled for completion by FY 2030. This project could provide dedicated transit lanes, bus prioritization, and other capital improvements that will increase bus speeds, reliability and convenience between Landmark Mall and King Street Metro. These improvements could greatly benefit the future operations of the DASH and Metrobus service along this corridor.

DASH and City staff are currently working on developing a service plan and timeline for how future bus service along this corridor will be designed and what the timeline for the service improvements will be.

Future DASH Service Changes

DASH and City have focused on realizing the 2022 and 2030 Alexandria Transit Vision Plan recommendations so no specific service changes have been planned for FY 2031 or beyond. If any near- or mid-term service recommendations are not implemented by FY 2029 are still supported by staff and city recommendations, they would be proposed for implementation as early as possible.

Additional adjustments to DASH service will also be implemented as needed to support the continued transition of the DASH fleet to 100% electric buses.

A summary of the operating costs of the route improvements identified in previous sections is included below as Table 3-3. Additional capital costs are outlined in the Fleet Expansion section in Section 4.

Table 3-3A / Net Changes in DASH Projected Operating Costs by Route (FY 2026 – FY 2035) (in thousands)

Route	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Line 30	\$ -	\$ 2,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Line 31	\$ 1,100	\$ -	\$ -	\$ 2,641	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Line 32	\$ 850	\$ 932	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Line 33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Line 34	\$ 150	\$ 832	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Line 35	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Line 36A/B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Line 102	\$ -	\$ -	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Line 103	\$ -	\$ 466	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Line 104	\$ -	\$ 466	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Trolley	\$ -	\$ -	\$ 1,772	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ 2,100	\$ 5,015	\$ 2,011	\$ 2,641	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 3-3B / Total DASH Projected Operating Costs (FY 2026 – FY 2035) (in thousands)

Service Projections	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
OPX Costs (Baseline)	\$ 37,069	\$ 38,123	\$ 39,188	\$ 40,313	\$ 41,463	\$ 43,474	\$ 45,582	\$ 47,793	\$ 50,111	\$ 52,541
OPX Costs (w/ Unfunded Imps)	\$ 39,169	\$ 45,238	\$ 48,314	\$ 52,080	\$ 53,230	\$ 55,241	\$ 57,349	\$ 59,560	\$ 61,878	\$ 64,308

Table 3-4 | DASH Projected Changes in Platform Hours & Miles (FY 2026 – FY 2035) – **WITH UNFUNDED IMPROVEMENTS**

Service Levels by Route	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
<u>Platform Hours</u>			0	0	0	0	0	0	0	0
Line 30	0	17,544	0	0	0	0	0	0	0	0
Line 31	7,208	0	0	18,888	0	0	0	0	0	0
Line 32	6,000	7,056	0	0	0	0	0	0	0	0
Line 33	0	0	0	0	0	0	0	0	0	0
Line 34	936	6,296	0	0	0	0	0	0	0	0
Line 35	0	0	0	0	0	0	0	0	0	0
Line 36A/B	0	0	0	0	0	0	0	0	0	0
Line 102	0	0	1,764	0	0	0	0	0	0	0
Line 103	0	3,528	0	0	0	0	0	0	0	0
Line 104	0	3,528	0	0	0	0	0	0	0	0
King St. Trolley	<u>0</u>	<u>0</u>	<u>13,032</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Increases	14,144	37,952	14,796	18,888	0	0	0	0	0	0
<u>Platform Miles</u>										
Line 30	0	181,392	0	0	0	0	0	0	0	0
Line 31	69,638	0	0	113,328	0	0	0	0	0	0
Line 32	57,750	84,672	0	0	0	0	0	0	0	0
Line 33	0	0	0	0	0	0	0	0	0	0
Line 34	9,051	62,960	0	0	0	0	0	0	0	0
Line 35	0	0	0	0	0	0	0	0	0	0
Line 36A/B	0	0	0	0	0	0	0	0	0	0
Line 102	0	0	10,584	0	0	0	0	0	0	0
Line 103	0	49,392	0	0	0	0	0	0	0	0
Line 104	0	49,392	0	0	0	0	0	0	0	0
King St. Trolley	<u>0</u>	<u>0</u>	<u>78,192</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Increases	136,438	427,808	88,776	113,328	0	0	0	0	0	0

Table 6 / DASH Systemwide Projected Platform Hours & Miles (FY 2026 – FY 2035) – **WITH UNFUNDED IMPROVEMENTS**

Service Totals	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Platform Hours	369,500	414,805	437,897	465,543	472,927	482,386	492,033	501,874	511,911	522,150
Platform Miles	3,555,059	4,053,605	4,223,453	4,421,250	4,490,384	4,580,191	4,671,795	4,765,231	4,860,536	4,957,746

=

Table 7 / DASH Systemwide Projected Platform Hours & Miles (FY 2026 – FY 2035) – **WITHOUT UNFUNDED IMPROVEMENTS**

Service Totals	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Platform Hours	355,356	362,463	369,712	377,106	384,648	392,341	400,188	408,192	416,356	424,683
Platform Miles	3,418,621	3,486,994	3,556,733	3,627,868	3,700,425	3,774,434	3,849,923	3,926,921	4,005,459	4,085,569

4.0 Implementation Plan

This section provides an update on DASH efforts to maintain current operations and implement the improvements or modifications described in Section 3, including asset management, fleet maintenance and capital improvement projects.

4.1 Transit Asset Management Plan

As a Tier II agency, DASH participates in the DRPT-sponsored group plan for Transit Asset Management. The current TAM Group Plan runs from FY 2022 – FY 2025 and is available on the DRPT website (<https://drpt.virginia.gov/guidelines-and-requirements/transit-asset-management-plan/>). DASH staff will be working with DRPT on any updates to this plan that are needed for FY 2026.

4.2 Bus Fleet

The DASH bus fleet is currently comprised of 107 buses that are available for daily revenue service and six (6) contingency spares for training and emergency use. Due to the recent arrival of ten replacement buses, the total fleet size has temporarily increased to 113 buses during this transition period. A summary of the DASH fixed-route bus fleet is shown in Table 4-1.

The bus fleet is comprised of mostly 35-foot buses (59%), but also includes 40-foot buses (33%) and several articulated 60-foot buses (4%). The DASH fleet includes a mix of clean diesel (42%), hybrid electric (45%), and battery electric buses (13%) as shown in Figure 4-1 below.

To maintain State of Good Repair, DASH is required to replace each bus once it reaches the end of its 12-year useful life cycle. A summary of the bus fleet replacement is included below in Table 4-2.

Figure 4-1 | Existing DASH Bus Fleet by Propulsion Type

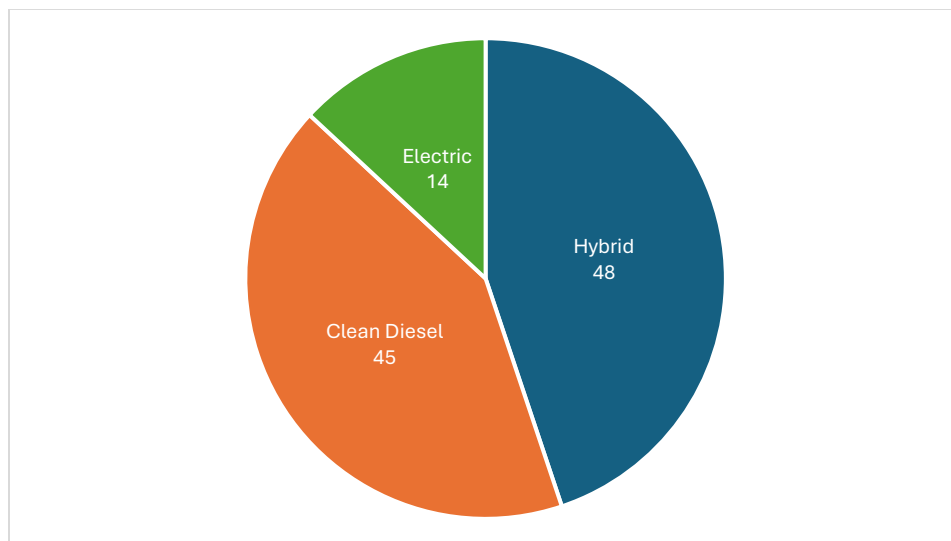


Table 4-1A / Existing DASH Fixed-Route Revenue Bus Fleet

Vehicle ID's	Year	Make	Type	Length	# of Vehicles
200-206	2011	Gillig	Hybrid	35'	7
300-302	2011	Gillig	Hybrid	40'	3
400-404	2011	Gillig (Trolley)	Hybrid	29'	5
207, 209, 211	2012	Gillig	Hybrid	35'	3
303, 305, 307	2012	Gillig	Hybrid	40'	3
212-216	2014	Gillig	Hybrid	35'	5
308-309	2014	Gillig	Hybrid	40'	2
217-229	2015	Gillig	Hybrid	35'	13
405	2015	Gillig (Trolley)	Hybrid	35'	1
230-233	2017	Gillig	Hybrid	35'	4
310-311	2017	Gillig	Hybrid	40'	2
501-514	2018	Gillig	Clean Diesel	35'	14
515-527	2019	New Flyer	Clean Diesel	35'	13
528-530	2020	New Flyer	Clean Diesel	35'	3
701-705	2020	New Flyer	Clean Diesel	40'	5
706-715	2023	New Flyer	Clean Diesel	40'	10
801-803	2020	New Flyer	Electric	40'	3
804-806	2021	Proterra	Electric	40'	3
807-810	2021	Proterra	Electric	40'	4
901-904	2021	New Flyer	Electric	60'	4
TOTAL ACTIVE FLEET					107

Table 4-1B / Existing DASH Fixed-Route Contingency Bus Fleet

Vehicle ID's	Year	Make	Type	Length	# of Vehicles
101-102	2007	Gillig	Diesel	35'	2
103-105	2002	MCI	Diesel	40'	3
304	2012	Gillig	Hybrid	40'	1
TOTAL CONTINGENCY FLEET					6

4.3 Support Vehicle Fleet

In addition to its fixed-route bus fleet, DASH also owns and maintains a fleet of 20 support vehicles that are used for supervision of operations, operator relief movements, and administrative functions like Planning, Safety and Training. Funding for the maintenance and purchase of these vehicles is included in the annual DASH operating budget.

4.4 DASH Facility

The William B. Hurd DASH Maintenance Facility is located at 3000 Business Center Drive in Alexandria, Virginia and supports all DASH operations, maintenance and administrative functions. The 160,000 square foot facility was opened in 2009 and is owned by the City of Alexandria and maintained by the City's Department of General Services.

The City of Alexandria's Department of General Services is onsite for regular maintenance needs, including regular inspections of all aspects of the DASH Facility. The City typically identifies necessary funding needs for regular facility maintenance and upgrades through its annual Capital Improvement Program (CIP).

Recently, DASH and the City's Department of General Services (DGS) has identified a critical need to rehabilitate and replace the upper deck of the DASH Facility to maintain structural integrity and state of good repair. To this end, DASH is seeking DRPT MERIT funding in FY 2026 to help support this effort.

4.5 Capital Improvement Program (CIP)

DASH has identified its most significant capital projects and funding needs in the City of Alexandria's FY 2026 – FY 2035 Capital Improvement Program (CIP). The CIP is updated each year with major updates every other year. Its main purpose is to identify the funding and timelines for all capital projects that will be implemented by the City of Alexandria and DASH over the next decade. Additional details on the City's Capital Improvement Program can be found at <https://www.alexandriava.gov/Budget>.

A summary of the DASH projects in the draft FY 2026 – FY 2035 Capital Improvement Program (CIP) is provided in Table 4-2.

Table 1-2 | FY 2026 – FY 2035 DASH Capital Improvement Program (CIP) Summary

Item	Project Description	FY 2026 CIP Funding Request	FY 2026-2035 Total CIP Funding Request
1	Bus Fleet Replacement. DASH is responsible for the planning, procurement, purchase, testing, acceptance and maintenance of its active bus fleet. This program provides funding for the purchase of replacement transit buses that enable DASH to operate fixed-route bus service throughout the City of Alexandria. It also includes funding for repairs and replacements related to vehicle batteries, and powertrain components. FTA Low/No funding is also included in this project for the purchase of 13 electric buses and trolleys that will replace existing diesel or hybrid buses. DASH will be working with City staff and other stakeholders to coordinate the procurement, purchase and delivery of the replacement buses that are funded by this project.	\$5,170,000	\$144,749,200
2	DASH Fleet Expansion & Electrification. This project provides for additional buses that are needed to maintain and expand bus service levels, consistent with the Alexandria Transit Vision Plan and the Alexandria Mobility Plan. This project will also facilitate the transition of the entire DASH fleet to 100% electric buses by 2037.	\$0	\$12,600,000
3	DASH Facility Expansion. The current DASH Facility has reached its maximum bus capacity and cannot accommodate future fleet expansion. DASH has secured funding from multiple federal, state and regional sources for a staged implementation of expanded bus storage capacity, which will be integrated with facility and utility upgrades to support a zero-emission sub-fleet. FTA Low/No funding is included in this project for facility upgrades that are needed to support the electric bus fleet. The City's temporary parking arrangement for its overflow impound lot, currently housed on the adjacent DASH bus expansion land, will ultimately need to be relocated. (Note: Most of the funding appropriated for this project is from prior years).	\$0	\$10,000,000
4	DASH Electric Bus On-Route Charging. This project will provide funding for "on-route" bus charging stations that will support the DASH electric bus fleet. On-route charging stations are installed at strategic bus terminals across the service area for shorter charging sessions that can be performed between trips during layover periods without returning to the garage. These stations are critical for extending the battery range of electric buses so that they can operate for longer periods of time without returning to the garage depot.	\$0	\$4,000,000
5	DASH Technologies. This project funds future technology initiatives that allow DASH to incorporate new innovations into their day-to-day operations to improve ridership, cost efficiency and customer satisfaction. Such technologies include onboard equipment, transit signal prioritization, facility security technology upgrades, service planning analysis software tools, enhanced onboard video monitoring systems, advanced bus maintenance diagnostic systems, or other elements to improve operations and customer experience.	\$1,665,142	\$3,015,142

6	Transit Signal Priority. DASH and the City of Alexandria are working together to prioritize buses on city streets with technology that provides extra green time for buses as they travel through signalized intersections.	\$0	\$0
7	Transit Strategic Plan. DASH and the City are including additional funding for future updates to the new Alexandria Transit Strategic Plan (ATSP), which is required by DRPT.	\$0	\$100,000
8	DASH Upper Deck Repairs. The parking deck at the DASH Facility has sustained significant damage and is need of repairs. These repairs are anticipated to extend the useful lifespan of the DASH Facility.	\$0	\$0
	TOTALS	\$21,821,421	\$174,464,342

Table 4-3 | DASH Fleet Replacement Plan (FY 2026 – FY 2035)

Funding Year	Type	Quantity	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Delivery Year			FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36
2011 Gilligs	Hybrid	10	10										
2011 Gilligs (Trolley)	Hybrid	5	5										
2012 Gilligs	Hybrid	10											
2014 Gilligs	Hybrid	7		7									
2015 Gilligs	Hybrid	13			13								
2015 Gillig (Trolley)	Hybrid	1			1								
2017 Gilligs	Hybrid	6				6							
2018 Gilligs	Clean Diesel	14					14						
2019 New Flyers	Clean Diesel	13						13					
2019 New Flyers	Clean Diesel	8						8					
2020 Electric Buses (NF/Proterra)	Electric	6							6				
2021 Electric Buses (NF/Proterra)	Electric	8								8			
2023 Replacement Buses	Clean Diesel	10											10
2024 Replacement Buses	Electric	10											
2024 Replacement Trolleys	Electric	5											
2024 Smart Scale Buses	Clean Diesel	6											
2024 Comm. Choice Buses	Electric	2											
Total Retirements			15	7	14	0	6	14	21	6	8	0	10
Replacement Buses (Clean Diesel)			0	5	0	0	0	0	0	0	0	0	0
Replacement Buses (Electric)			15	2	14	0	6	14	21	6	8	0	10
Total Replacement Buses			15	7	14	0	6	14	21	6	8	0	10
Expansion Buses (Clean Diesel)			0	0	0	0	0	0	0	0	0	0	0
Expansion Buses (Electric)			0	12	6	4	0	0	0	0	0	0	0
Total Expansion Buses			0	12	6	4	0	0	0	0	0	0	0

Note: The dashed line represents the point at which each sub-fleet reaches the end of its useful life (12 years). Buses that are retired in yellow cells are being kept beyond this useful life.

4.6 DASH Technology Improvements

DASH continues to leverage various technologies to improve its customer experience, enhance passenger safety, collect better performance data and gain internal efficiencies. Recent projects have included Automated Passenger Counter (APC) retrofits, a web-based ridership data analysis tool (Hopthru) and a web-based dashboard tool for better performance data reporting (Geckoboard).

Additional technology projects that are either ongoing or will be started in FY 2026 are listed below:

- **DASH Technology Project.** DASH is initiating a procurement for a project that seeks to replace or upgrade its CAD/AVL (Computer-Aided Dispatch/Automated Vehicle Locator) platform. The CAD/AVL platform allows DASH to track the precise locations of its buses in real-time and is critical to supporting daily operations. The CAD/AVL system feeds many other internal systems that promote operating efficiency as well as external platforms that provide real-time passenger information for trip planning and bus arrival times. The current DASH CAD-AVL System was implemented over 10 years ago and has therefore reached the end of its useful life.
- **Digital Mirrors Pilot.** DASH is seeking FY 2026 DRPT Demonstration Grant funding to pilot the implementation of a mirrorless camera system that would help align with the requirements of the Public Transportation Agency Safety Plan (PTASP) by enhancing safety and visibility to reduce pedestrian and vehicle incidents. As DASH works towards full PTASP compliance, adopting this technology will demonstrate the agency's commitment to improving operational safety in line with federal mandates. Additionally, this system reduces maintenance costs and vehicle downtime associated with traditional mirror repairs.
- **Electric Bus Charge Management Pilot.** In FY 2024, DASH was awarded DRPT "Demonstration Project" grant funding to implement an Electric Bus Charge Management System Pilot project that allows DASH to monitor electric bus charging status of individual buses. The project includes the installation of hardware equipment on the charging dispensers as well as software that will be used by DASH staff in the Operations, Maintenance and Planning Departments to better understand bus charging profiles and to deploy the electric buses more efficiently.
- **Automated Wheelchair Securement Pilot.** DASH also secured a second FY 2024 DRPT "Demonstration Project" grant to install a state-of-the-art automated wheelchair securement system on up to five DASH buses. This system is designed to allow passengers with mobility devices to safely secure themselves in the designated ADA seating area without operator involvement. When compared with current manual securement practices, this system will reduce potential liability for accidents due to operators incorrectly securing mobility devices and speed up the boarding process to reduce overall travel times and improve overall service reliability. Lastly, this system will also eliminate the need for close contact between operators and passengers which greatly reduces the risk of viral transmission or other conflicts.
- **Thru Vision Blind Spot Camera Pilot.** DASH was awarded DRPT funding through the FY 2025 Demonstration Grant program to install and test new "Thru Vision" blind spot cameras on up to 20 DASH buses. Each bus would be equipped with two exterior cameras on the front of the bus and two screens inside the bus on the two front pillars. The screens will provide bus operators with a view of the areas that would normally be obscured by the two front pillars and would effectively

remove the driver's two biggest blind spots. These cameras are expected to improve safety and reduce the likelihood of pedestrian strikes, which are most often caused by pedestrians crossing the street in the driver's blind spots. If this pilot is successful, DASH would potentially begin ordering this system on future bus orders.

- **Onboard Passenger Information Screen Pilot.** DASH was awarded DRPT funding through the FY 2025 Demonstration Grant program for an Onboard Passenger Information Screen Pilot project that would allow DASH to install and test information screens on up to 10 buses. Each bus is being equipped with two digital screens that display information including stop names for the next 3-5 stops, route transfer information for passengers connecting to other routes, service alerts, and real-time information for upcoming transfer points. The screens could also be used for advertising and other DASH promotional efforts. Customers will be able to use these screens for better information on when they need to get off the bus, transfers and service disruptions.
- **Bus Speed & Reliability Data Improvements.** DASH is exploring technology platforms that will provide better visibility into bus speeds and reliability metrics. This will allow DASH and City staff to better understand where schedule adjustments and street or stop improvements could be implemented to prioritize buses over other modes and improve speeds and reliability.
- **Transit Signal Prioritization.** DASH and the City of Alexandria T&ES staff have been working over the last five years to install Transit Signal Prioritization (TSP) technology at key intersections on transit corridors throughout the City. This technology enables traffic signals to sense when a bus is approaching so that it can extend the green phase to allow the bus to move through more quickly. This leads to increased bus speeds and greater service reliability, particularly for bus routes that operate on more congested corridors.

DASH and City staff are currently working with WMATA as part of an ongoing effort to modernize the City's TSP system, likely with cloud-based TSP capabilities that are interoperable for Metrobus, DASH and other partner agencies. This WMATA Transit Signal Prioritization (TSP) project is expected to conclude by late 2025 with recommendations that will inform future TSP implementations for DASH and the City of Alexandria.

5.0 Financial Plan

This section provides information on the DASH budget as well as revenues and funding sources for FY 2026 – FY 2035. This section includes updated financial data and therefore supersedes the information provided in the FY 2025 – FY 2034 Alexandria Transit Strategic Plan.

5.1 / Operating and Maintenance Costs and Funding Sources

The funding source and cost data outlined below are broken out separately for Alexandria Transit Company (DASH) and the DOT Paratransit Services. Funding Sources and Operating Costs for the two services are wholly separate.

Federal Funding

Neither DASH nor Alexandria DOT receive federal operating assistance.

State Funding

From FY22 through FY24 DASH received state funding through the Transit Ridership Incentive Program (TRIP) via the Virginia Department of Rail and Public Transportation (DRPT). These funds were used to support DASH's transition to a fare-free structure and obligated DASH to remain fare free for four (4) years, while providing funding for three years. The total amount of state funding related to the TRIP funding over the FY22-FY24 period was \$7,236,171.

DASH receives additional state funding through the Northern Virginia Transportation Commission's I-395 Commuter Choice program to run enhanced service on lines 35 and 36. This funding supports regular, frequent, service on those lines with headways of at least 15 minutes or better.

DOT Paratransit does not receive state operating assistance.

Farebox Revenue

Since September of 2021, DASH has operated a fare-free structure and no longer collects fares. Through the state funding TRIP grant, DASH is required to remain fare free through the end of calendar year 2025. It is the desire of the ATC Board of Directors and City Leadership to maintain the DASH Free Fares program indefinitely as long it is fully-funded and fiscally sustainable. Accordingly, this document assumes that DASH will remain fare-free through FY35.

The City's DOT Paratransit program received \$32,262 in fare revenue in FY 2024.

Local Revenue

DASH receives the majority of its operating revenue from local funds by way of appropriated subsidy from the City of Alexandria. Since the transition to a fare-free structure, the contribution by the City of Alexandria to DASH has increased. With the ending of state funding from TRIP, the contribution from the City currently accounts for around 99% of DASH's overall funding. Over the period of this TSP, the local contribution for DASH's subsidy will rise in parallel with increasing operating costs.

DOT Paratransit receives funding from the City of Alexandria's General Fund.

Other Revenue Sources

DASH collections a small portion of additional revenue from various sources. These include advertising programs and charter services. DOT Paratransit does not receive funding from any other revenue sources.

Operating and Maintenance Cost Summary

A summary of DASH Operating and Maintenance costs and projections are provided below. All information provided below includes the service enhancements on Lines 35 and 36 that are funded by the Northern Virginia Transportation Commission's I-395 Commuter Choice program.

Alexandria DOT cost information is also provided, but the City of Alexandria does not operate or maintain the vehicles and instead pays the annual amounts listed below for a third-party (Diamond Transportation) to for these responsibilities.

Table 5-1 | Operating and Maintenance Cost History (in \$1,000s)

Operating Cost History	FY22	FY23	FY24
DASH	\$30,334	\$35,576	\$37,485
Paratransit	\$960	\$1,905	\$2,003

Table 5-2 | Operating and Maintenance Cost Projections w/o Unfunded Improvements (in \$1,000)

Service Projections	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
OPX Costs (Baseline)	\$ 37,069	\$ 38,123	\$ 39,188	\$ 40,313	\$ 41,463	\$ 43,474	\$ 45,582	\$ 47,793	\$ 50,111	\$ 52,541

Table 5-3 | Operating and Maintenance Revenue Projections (in \$1,000)

Revenue Sources	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
DASH											
Local Subsidy	\$ 34,434	\$ 36,674	\$ 37,688	\$ 38,728	\$ 39,853	\$ 41,003	\$ 42,186	\$ 43,402	\$ 44,654	\$ 45,942	\$ 47,267
State Funding (TRIP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funding (NVTC)	\$ 5,592	\$ 5,942	\$ 6,091	\$ 6,243	\$ 6,399	\$ 6,559	\$ 6,704	\$ 7,344	\$ 8,032	\$ 8,773	\$ 8,773
Charter Services	\$ 130	\$ 175	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200
Advertising	\$ 154	\$ 160	\$ 175	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200
Other Misc	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 62	\$ 62	\$ 63	\$ 65	\$ 65
TOTAL DASH	\$ 40,369	\$ 43,011	\$ 44,214	\$ 45,431	\$ 46,712	\$ 48,022	\$ 49,351	\$ 51,209	\$ 53,149	\$ 55,180	\$ 56,505

Paratransit operating costs are primarily spent on the operator, Diamond Transportation, with some smaller operating costs being spent on Senior Services and VIA transportation software. Maintenance is the responsibility of Diamond Transportation.

Table 5-4 | Operating and Maintenance Cost Projections Including Service Improvements (in \$1,000)

Service Projections	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
OPX Costs (w/ Unfunded Imps)	\$ 39,169	\$ 45,238	\$ 48,314	\$ 52,080	\$ 53,230	\$ 55,241	\$ 57,349	\$ 59,560	\$ 61,878	\$ 64,308

5.2 / Capital Costs and Funding Sources

The following tables outline the costs and funding sources for DASH and City capital projects that are necessary to support DASH services and the improvements identified in the previous chapter. Table 5-4 shows all costs and funding associated with DASH replacement and expansion buses as highlighted in Chapter 4. Table 5-6 shows all costs and funding associated with DASH and City capital projects.

Table 5-5 | Vehicle Replacement and Expansion Costs and Funding Sources (in \$1,000)

	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Replacement Buses	7	7	14	0	6	14	21	6	8	0
Expansion Buses	12	4	4	0	0	0	0	0	0	0
TOTAL Buses	19	11	18	0	6	14	21	6	8	0
Cost of Replacements	\$ 6,425	\$ 11,571	\$ 23,237	\$ 245	\$ 10,664	\$ 24,921	\$ 38,851	\$ 12,064	\$ 16,311	\$ 1,103
Cost of Expansion	\$ 18,000	\$ 7,188	\$ 6,200	\$ 6,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Cost (\$1,000s)	\$ 24,425	\$ 18,759	\$ 29,437	\$ 6,645	\$ 10,664	\$ 24,921	\$ 38,851	\$ 12,064	\$ 16,311	\$ 1,103
Funding Sources:										
Local Funds	\$ -	\$ 922	\$ 81	\$ 1,054	\$ 4,237	\$ 5,062	\$ -	\$ 1,509	\$ -	\$ -
NVTA 30% Funds	\$ 5,170	\$ 9,498	\$ 200	\$ 3,796	\$ 3,963	\$ 4,134	\$ 1,610	\$ 4,491	\$ 1,972	\$ 2,000
State Funds	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Unsecured State Funds	\$ -	\$ 23,304	\$ 6,481	\$ 6,705	\$ 18,220	\$ 29,655	\$ 10,454	\$ 10,311	\$ 1,103	\$ 1,500
Total Funding	\$ 17,170	\$ 33,724	\$ 6,762	\$ 11,555	\$ 26,420	\$ 38,851	\$ 12,064	\$ 16,311	\$ 3,075	\$ 3,500

Appendix A:

DASH Public Outreach Summary

Appendix A

ATSP Update – Outreach Summary

This section will be updated in the final draft to include a report on all ATSP Outreach activities that were completed during the Public Comment period as well as a summary of the feedback received.

Appendix B:

DASH Arlandria Service Evaluation

Arlandria Service Evaluation



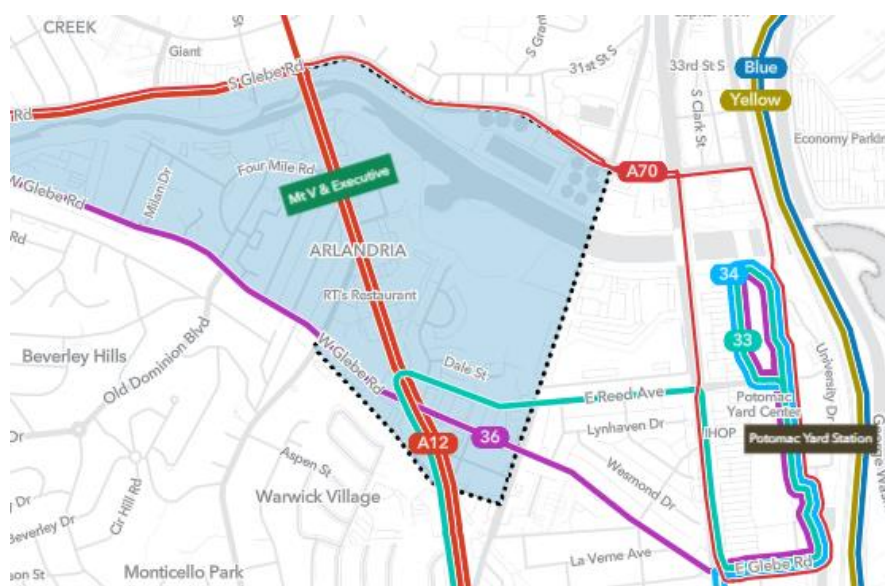
Alexandria Transit Company (DASH)

January 2025

1.0 | Executive Summary

The following document seeks to identify and evaluate several different scenarios in which DASH could expand bus service into Arlandria. DASH currently operates three routes – Lines 33, 36A/B and 103 – along the southern edge of Arlandria, but does not offer service along Mount Vernon Avenue north of Reed Avenue. The Mount Vernon Avenue corridor is served by Metrobus routes 10A/B (future A11/A12), however, Metrobus passengers are required to pay a fare while DASH routes are all free to ride. In an effort to provide more affordable bus service to residents of Arlandria, city leadership has requested that DASH review options for improved service in this community.

Staff were able to identify four (4) different scenarios – three of which included modifications to existing DASH routes. Each scenario was evaluated based on ridership, equity, cost and operational efficiency. A brief summation of the different scenarios is provided below while a more detailed comparison can be found in later sections.



Based on these analyses, DASH staff have identified Scenario 4 - an extension to Line 34 from Potomac Yard to Arlandria - as the best option for achieving the goals of this evaluation. This scenario was selected because it would create new bus connections to nearby shopping centers for Arlandria residents but would not have a negative impact on any existing DASH riders.

Table 1 | Arlandria Service Scenario Comparison

Scenario	Buses Req'd	Net Hours	Annual Subsidy Impact	Jobs Accessible in 45 minutes	Rider Impact Rating (4 Stars = Best)
1 (No Change)	0	0	\$0	365,625	
2 (Line 33 Re-Route)	+1	5,730	+\$573,000	365,698	★ ★
3 (Line 36 Re-Route)	+2	12,200	+\$1,220,000	367,559	★ ★ ★
4 (Line 34 Extension)	+1	6,040	+\$604,000	365,853	★ ★ ★ ★

2.0 | Background

Arlandria is a neighborhood in the northeast corner of Alexandria (bordering Arlington County) with a population of 7,100 residents (2020 Census). Most of the residential areas are comprised of high- and mid-density apartment units, and the main commercial street (Mount Vernon Avenue) is lined with shops and small businesses whose Spanish-language names reveal the community's deep connections to Latin America. As shown in **Error! Reference source not found.**, roughly 19 percent of Arlandria residents reside in low-income households, which is more than twice the citywide average (American Community Survey 2019-23).

Primary transit service along Mount Vernon Avenue is via long-established “regional” bus routes (Metrobus 10A/B and 23A/B) that provide service to hubs and stations outside of Alexandria. Starting this year, the Metrobus 10A/B will become known as the A11/A12 and the Metrobus 23A/B routings will be eliminated due to low ridership.

DASH fixed-route bus services (Lines 33, 36A/B and 103) operate around the edges of the neighborhood to provide further connectivity to points within the City of Alexandria but were established prior to the implementation of the DASH Free Fares Program in 2021. Consequently, the majority of Arlandria residents are only served by Metrobus routes with a \$2.25 fare and are not able to benefit from fare-free DASH service.

Table 2 | Neighborhood Demographics

population (Census 2020)	7,182
jobs (work)	1,249
% of people in poverty	19%
% of people who are non-White or of Hispanic / Latino origin (Census 2020)	85%
% of households that are car free	36%
% of workers who take public transit to work	26%
% of jobs that are essential (work)	70%
% of jobs that are essential (home)	54%
% of people who speak English less than very well	34%

Select demographics of proposed service area (source: Remix, ACS, Census 2020)

3.0 | Existing Conditions

Permeability & Walkability

Adequate ADA-accessible sidewalks are available on most streets in the corridor. Minor and gradual grades exist between Mt Vernon Ave and W Glebe Rd, otherwise most pedestrian paths are flat. All businesses in the corridor are accessible on foot, with most businesses either on the road frontage or behind minimal parking space.

Aside from Mount Vernon Ave and W Glebe Rd, north-south permeability is somewhat easier than east-west permeability. One very long block exists on Mount Vernon Ave between Executive Ave and W Glebe Rd. Because W Glebe Rd crosses Mount Vernon Ave at a diagonal intersection, block length between the two roads increases from about 270ft just north of the crossroads to 0.3 miles via the northernmost road within city limits, meaning ease of access to DASH services varies somewhat depending on precise location along Mount Vernon.

Existing Transit Options

DASH provides service on the periphery of the neighborhood, with service on West Glebe Road along its southern boundary via Lines 36 and 103, and West Reed Ave one block north via the Line 33; however, DASH service does not penetrate further into the neighborhood, north of West Reed Avenue. The DASH Line 36 operates every 15 minutes, whereas Line 33 and the weekday peak-only Line 103 and each operate every 30 minutes.

WMATA provides service on Mount Vernon Ave via routes 10A/10B (A11/A12), and on Russell Road and Mount Vernon Ave via route 23A/23B. The Metrobus 10A/B services are classified as “Frequent Service Network” (FSN) routes, with each providing service to Arlandria every 20 minutes or better all day, seven days per week. With the implementation of WMATA’s Better Bus Network in June 2025, the Metrobus 10A/10B will be maintained as the A11/A12, while the Arlandria segment of the 23A/B will be discontinued due to low ridership.

Metrorail Access

Despite the recent opening of the Potomac Yard Metro Station just over one mile to its east, most of the transit options in Arlandria are focused on other Metrorail stations that are much farther away. Metrorail access from the intersection of Mount Vernon Ave & Executive Ave is as follows:

- **Braddock Road Metro** is accessible in roughly 20 minutes via Metrobus 10A/B (A11/A12). This station is best for accessing points south and west in Alexandria and Fairfax County.
- **Pentagon Metro** is accessible in approximately 15 minutes via Metrobus 10A (A11). For Arlandria residents, this route provides the fastest available access to Washington, DC and the larger metropolitan area, as well as major bus connections to locations throughout Northern Virginia
- **Ballston Metro** can be reached in 30 minutes using Metrobus 10B (A12), 23A or 23B. This station is the most direct means of travel to points in Arlington County, Tysons, and McLean.

- **Crystal City Metro** is reachable in 15 minutes or less by the Metrobus 23A/23B. Crystal City is another gateway to Washington, DC and nearby Reagan National Airport, however, these routes are being reconfigured and will no longer serve Arlandria in FY 2026 and beyond.
- The new **Potomac Yard Metro** is accessible by a half-mile walk from Mt Vernon & Executive to Reed Avenue where passengers can board DASH Line 33 to either the Potomac Yard or **King Street Metro** station. No passenger amenities are available at this transfer stop, and this route operates every 30 minutes all day. Passengers traveling to Potomac Yard Metro may also walk several blocks to West Glebe Road and Executive Avenue, which is served every 15 minutes by DASH Lines 36A/B. This route connects to Potomac Yard, Shirlington and Mark Center. DASH Line 103 also operates on Glebe Road with service to the Pentagon Metro and Braddock Metro, however, few stop amenities are provided in these locations.

Fare Collection

As noted in previous sections, all DASH routes are free to ride and are expected to continue to be free for the foreseeable future. Metrobus routes require a \$2.25 fare for regular riders, or \$1.10 for reduced fare programs (e.g. Senior or Disabled SmarTrip cardholders). Metrobus passengers who are connecting to/from Metrorail would receive a free transfer on their SmarTrip card. As a result, the bus trip would essentially be free and they would only be paying for their Metrorail trip.

The City of Alexandria is also in the process of applying for state grant funds that could allow ACPS students to ride Metrorail and Metrobus for free. If awarded, the grant could allow George Washington Middle School students traveling from Arlandria to their school to use Metrobus 10A/10B (A11/A12) for free. A decision on the grant application is expected by April 2025 and the program could begin as early as the 2025-2026 school year.

Upcoming Improvements

As part of its Better Bus Network rollout, WMATA will implement service on the new A70 route which will provide new service along S Glebe Rd to Potomac Yard Station. This is expected to launch in June 2025 but will not operate in Arlandria and would require residents to walk north across Four Mile Run bridge. All travel time analysis in this report factors the presence of the A70 route, but its true impact on local travel patterns is unknown.



4.0 | Potential DASH Service Improvements

Despite the services mentioned above, the central core of Arlandria today lacks access to DASH's high-quality, locally controlled, free service focused on providing access to business, residential, and employment opportunities as well as city services throughout Alexandria. Therefore, at the request of City Council, DASH staff have evaluated several options for modifying existing routes or adding new service to improve connectivity and access.

Scenario #1 – Maintain Existing Service

As discussed previously, a network of high-frequency transit routes is available within ¼ mile of all residents and jobs within Arlandria, with connections available to numerous Metrorail stations. Upcoming improvements to Metrobus service and the potential for free rides on Metrobus for George Washington Middle School are expected to have a positive impact on this community in making transit more useful and affordable to all. While this scenario would not address the lack of DASH service in Arlandria north of Reed Avenue, it would meet the service needs for students and would not require any new funding or resources above those that have been identified for the state grant program for the George Washington Middle School students.



Figure 1 - Scenario 1: Existing Transit Options in Arlandria area

Scenario #2 – Line 33 Extension to South Glebe Road

The DASH Line 33, formerly the AT10, began service in 2006 and has remained largely unchanged since its inception. This route currently operates every 30 minutes, seven days per week, from 6:00 am to 10:00 pm. The route begins at King Street Metro Station, traveling through Rosemont, Del Ray, and Warwick Village before entering Arlandria at Mount Vernon Avenue & West Glebe Road and then turning onto West Reed Avenue, serving Hume Springs and Cora Kelly Elementary School before terminating at Potomac Yard Center.

DASH staff evaluated a potential realignment of the route to bypass Reed Ave and continue on Mount Vernon Ave to South Glebe Road and then approaching Potomac Yard Station either via expanded service on Richmond Highway, providing improved service to the Lynhaven neighborhood, or via Potomac Avenue.

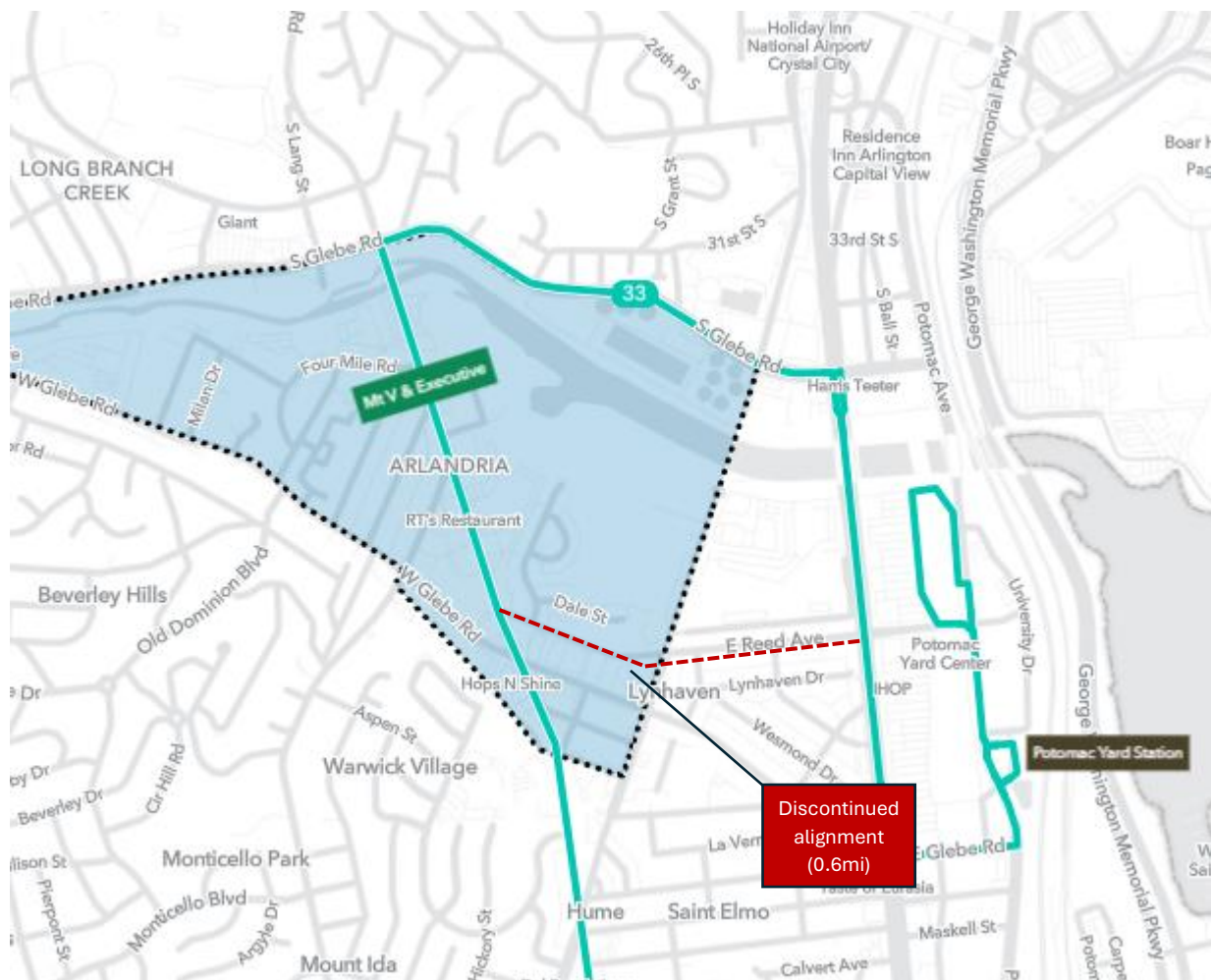


Figure 2 - Scenario 2: Line 33 Deviation via Mt Vernon Av/S Glebe Rd

Impact

Benefits

A realigned Line 33 would provide one-seat access from Arlandria to King St-Old Town Metro Station or Potomac Yard. This will facilitate connectivity from Arlandria to jobs and businesses across the

region with direct connections to Potomac Yard, Del Ray, Old Town and Eisenhower East. Other regional points of interest such as Crystal City, Pentagon City, Alexandria Hospital, the National Harbor, Annandale, and Fairfax would also be easier to reach via transfers at the Potomac Yard or King Street Metro stations.

Cost

This scenario would likely increase operating costs as an additional all-day bus would have to be incorporated into the Line 33 cycle 7 days per week to maintain reliability. This will strain resources during weekday peaks, with the DASH fleet currently at maximum utilization.

Peak Vehicles Required	3 (+1)
Cost Increase	\$573,000
Annual Rev Hrs	5,730

Table 3 - Scenario 2 Costs

This extension uses existing stops, so no capital improvements would be necessary to implement the service.

Trade-offs

In this scenario, DASH would discontinue service on Reed Avenue through Lynhaven. Alternate service from these areas to Potomac Yard Metro is available on Glebe Road – located 1-3 blocks south of Reed Avenue – but no other direct service to King St-Old Town Metro Station exists beyond the Line 33. Across all impacted stops, this change would displace 125 average daily boardings at stops on Reed. This would also reduce access to Cora Kelly Elementary School, which would remain accessible from W Glebe Rd. The route change would also carry a negative impact for several hundred Line 33 passengers who travel between Del Ray and Potomac Yard on a typical weekday. With the new, less direct routing, the travel time would be expected to increase from 12 minutes to 20+ minutes, making the bus less convenient for those individuals.

Statistically, regionwide access does not appear to be impacted very much by this change. This is likely due to the new WMATA A70, which has been included in all of the analyses but was only very recently added to the overall transit mix in Arlandria. Jobs access remains stable except for a slight uptick in jobs accessible via transit within 45 minutes (see Figure 6).

Scenario #3 – Line 36 Deviation via Executive Ave/Russell Rd

The DASH Line 36A/B began service as the AT9 in 2014 with service between the Mark Center and Potomac Yard. Prior to the Potomac Yard Metro station opening in 2023, Line 36 was the only DASH route that did not serve a Metrorail station; connections to other routes were available at numerous locations, but the route served more as a citywide orbital connecting local destinations than a service that facilitated interjurisdictional travel. The ridership profile of this route has changed considerably since the opening of the station, and far more people depend on it than in years past. Currently, the combination of Line 36A and 36B operates every 15 minutes.

A deviation of Line 36 into Arlandria onto either Russell Rd or Executive Ave would facilitate easier access to Potomac Yard by riders in central Arlandria who would otherwise have to walk to South Glebe Road to take the new Metrobus “A70” route. This scenario also facilitates novel travel opportunities unparalleled by any other one-seat ride from Arlandria.

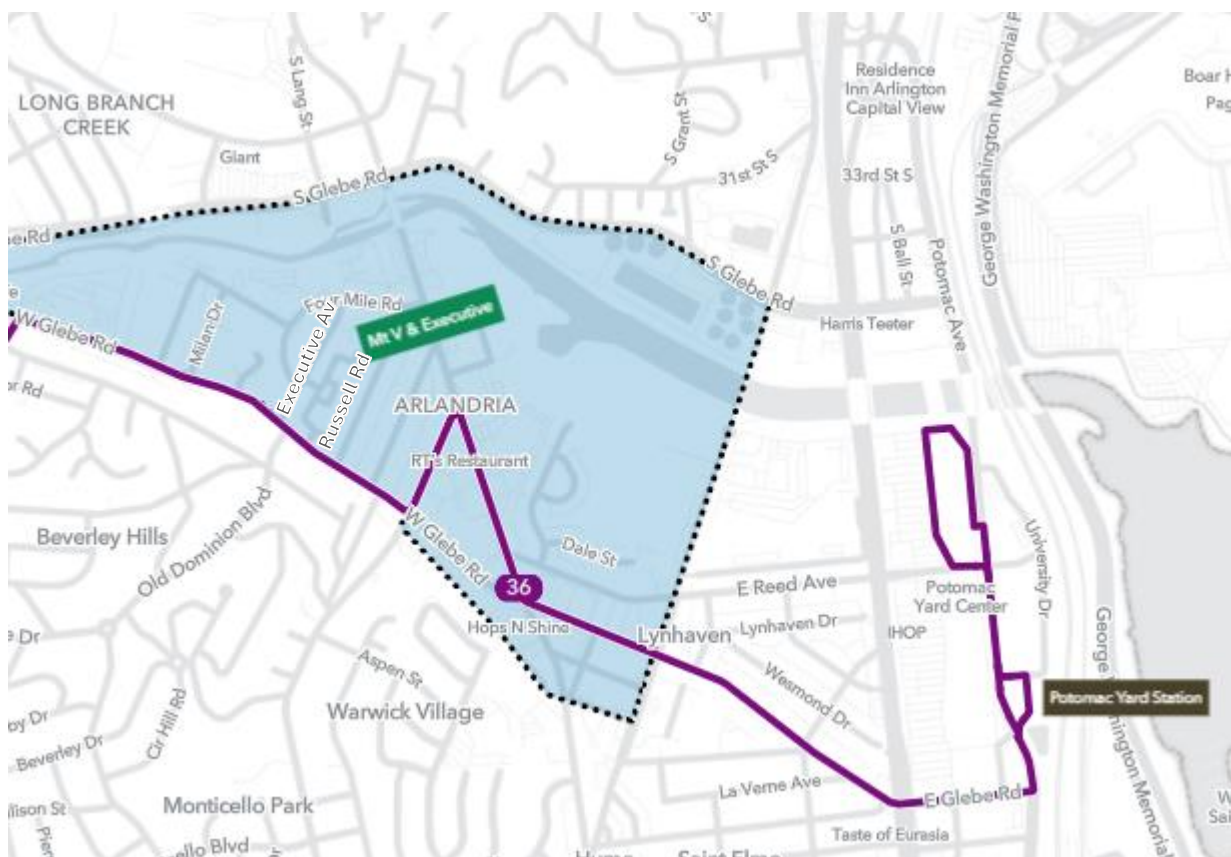


Figure 3 Scenario 3 - Line 36 Deviation

Russell Road vs. Executive Avenue

DASH staff evaluated the suitability of multiple Line 36 deviations from West Glebe Road. The two main possibilities were via Executive Avenue or Russell Road. Ultimately, Russell Road was selected due to the acute turn movement from northbound Executive Avenue onto southbound Mount Vernon and the on-street parking configuration along Executive Avenue that makes it extremely difficult to establish ADA-accessible bus stops without major curb improvements on private property. An unrelated “Complete Streets” city project is also expected to improve pedestrian safety and bus

amenities along the Mount Vernon Avenue corridor in the coming years. The curb modifications proposed by this project would further favor the Russell Road route alignment.

Route Branching

DASH Line 36 currently operates every 15 minutes as the combination of two route variants (36A and 36B) that operate every 30 minutes on their own. Lines 36A and 36B each have two mid-route diversions of roughly equivalent length; this allows us to maintain 15-minute spacing throughout the entire trunk of the route. Adding a third deviation to only one of the two lines would likely interfere with the even spacing of buses outside of the deviated area, as well as provide less useful service to the Arlandria area relative to all the existing options explained in Scenario #1 – Maintain Existing Service. For purposes of this evaluation, all projections and comparisons assume that both branches would deviate into Arlandria based on the issues noted above.

Impact

Benefits

Scenario #3 would provide key connection opportunities between Arlandria and points in western Alexandria such as Mark Center and Beauregard Street corridor. It would also make it easier for Arlandria residents to connect to Shirlington, Potomac Yard and points north via transit. As a result, this scenario offers the biggest improvement in terms of regionwide access to jobs, with over 2,300 more opportunities available within 60 minutes, compared to the existing bus network.

Costs

Peak Vehicles Required	9 (+2)
Cost Increase	\$1,220,000
Annual Rev Hrs	12,200

Table 4 - Scenario 3 Costs

*Cost projections assume both 36 branches deviate into Arlandria

Trade-offs & Considerations

Line 36's relevance to commuters has increased significantly with the opening of Potomac Yard Metro Station. As of July 2024, 57% of alightings at Potomac Yard Metro were from 36A/B buses. A deviation into Arlandria would cause inconvenience to hundreds of existing passengers who are reliant on existing travel times to the subway station. For example, a passenger who travels from Shirlington to Potomac Yard normally needs 14 minutes to make his/her trip. With the new deviation, that time would increase by 5-7 minutes and would make the trip less convenient.

The Line 36 is also currently one of two DASH routes that are funded by NVTC's I-395 Commuter Choice program. An increase in travel times could negatively impact the time competitiveness of this route versus driving a single-occupant vehicle, which is the primary scoring criteria for Commuter Choice grant applications. DASH receives over \$2 million annually from this program and any loss of funding from this program would be very difficult to replace.

DASH has also received feedback on other parts of Line 36A/B near Parkfairfax, Bradlee Shopping Center and Menokin Drive. Staff is continuing to review the entirety of the route in the context of the desire to expand service in Arlandria but has not identified other changes that might make an Arlandria realignment more feasible.

Scenario #4 – Arlandria Circulator/Line 34 Extension

The final scenario proposes a new route, or Line 34 extension, from Potomac Yard to Arlandria and Arlington Ridge Shopping Center. Staff evaluated two route variants – a one-way loop via Reed, Mount Vernon Avenue and South Glebe Road, as well as a bidirectional routing to Arlington Ridge Shopping Center via Reed Avenue and Mount Vernon Avenue. For operational efficiency, it can also be operated as an interline with, or as an extension to, Line 34.

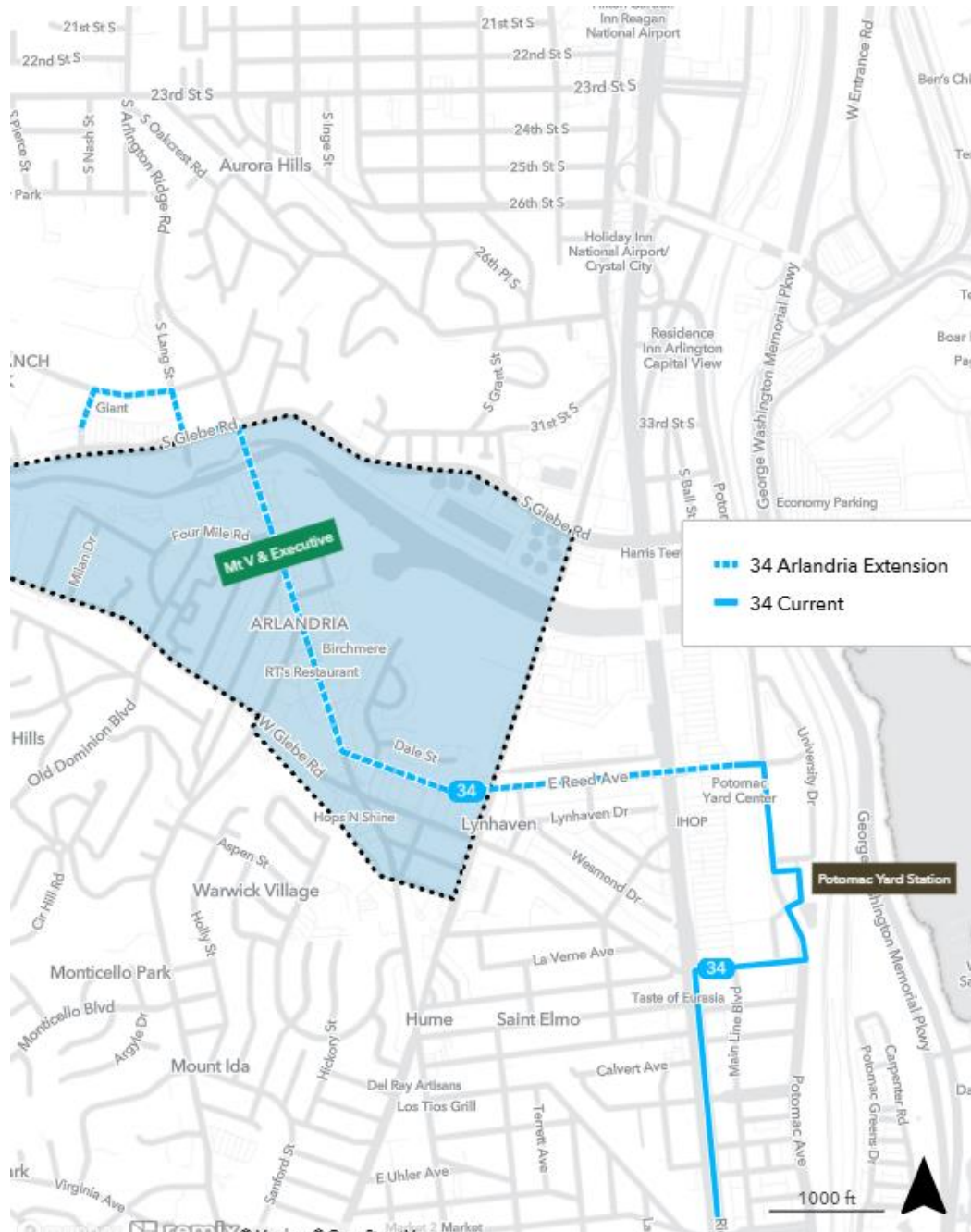


Figure 4 - Scenario 4: Line 34 Bidirectional Extension to Arlandria

Impact

Benefits

The proposed loop routing to Arlington Ridge Shopping Center would provide a free transit connection for Arlandria residents traveling to grocery stores or other shopping options just across the bridge into Arlington. It would also provide a more direct routing to or from Potomac Yard, albeit as a one-way loop that would be circuitous in one direction. The bidirectional variant that is shown in the above map would operate to Arlington Ridge via Reed Avenue and Mount Vernon Avenue. It would be much more convenient from an operational efficiency and customer utility standpoint, however, it would require the elimination of the raised islands at the intersection of Richmond Highway and Reed Avenue to allow buses to travel directly through the intersection.

This scenario is the only option evaluated that does not create a negative impact to existing riders; even if operated as an extension to Line 34, current customers will be able to use the route in the same manner as they do today as all new activity would take place before/after the current Potomac Yard terminus. It would also provide a modest increase in regional access to jobs within 45 and 60 minutes via transit.

Costs

Peak Vehicles Required	3 (+1)
Cost Increase	\$604,000
Annual Rev Hrs	6,040

Table 5 - Scenario 4 Costs

Trade-offs

As an extension of Line 34, this route provides more direct access to City Hall and some jobs and residences in North Old Town & Southwest Quadrant, but is largely duplicative of existing transit options in Arlandria and does not open up travel options to new destinations as previous options would.

While there are benefits to this proposal, there are also several challenges. Due to a sharp turn at Richmond Highway and East Glebe Road, and the inability for buses to cross Richmond Highway on East Reed Avenue due to intersection barriers, a less efficient one-way loop routing is necessary in the Potomac Yard area. This would break some of the consistency of today's services running from the shopping center towards Potomac Yard Metro and to Glebe & Richmond. These roadway design limitations prevent true two-way service on either East Glebe Road or on East Reed Avenue, leading to a scenario where service is either split across the two roads, or forms the one-way loop proposed above.

Unlike other scenarios, the implementation of Scenario 4 also comes with a minor capital need beyond peak buses – the reconfiguration of the intersection of E Reed Av & Richmond Hwy, where a current traffic channelizing island prohibits vehicles from continuing straight across the intersection. The geometry of the intersection of Richmond Hwy and E Glebe Rd precludes large vehicles from being able to make the right turn from southbound Richmond onto westbound E Glebe Rd, and current alignments into and through Potomac Yard Center are time consuming and expensive just to position buses for that only available means to cross Richmond Hwy.



Further, again due to challenging geography in the Arlandria area, the most useful terminal location would be the Arlington Ridge Shopping Center; service to this location would require coordination with Arlington County staff.

5.0 | Summary & Staff Recommendation

In considering the benefits, tradeoffs, and costs of all the scenarios presented, DASH staff recommend the bidirectional extension of Line 34 in **Scenario #4** as option that achieves the objective of improving connectivity and affordability of travel options for Arlandria residents without creating a negative impact for existing DASH riders.

This scenario appears to strike a balance between cost and benefit; whereas Scenario 1 comes at the lowest cost, the benefits are very minor, with little to no increase in transit access to employment opportunities within 60 minutes.

Table 1 | Arlandria Service Scenario Comparison

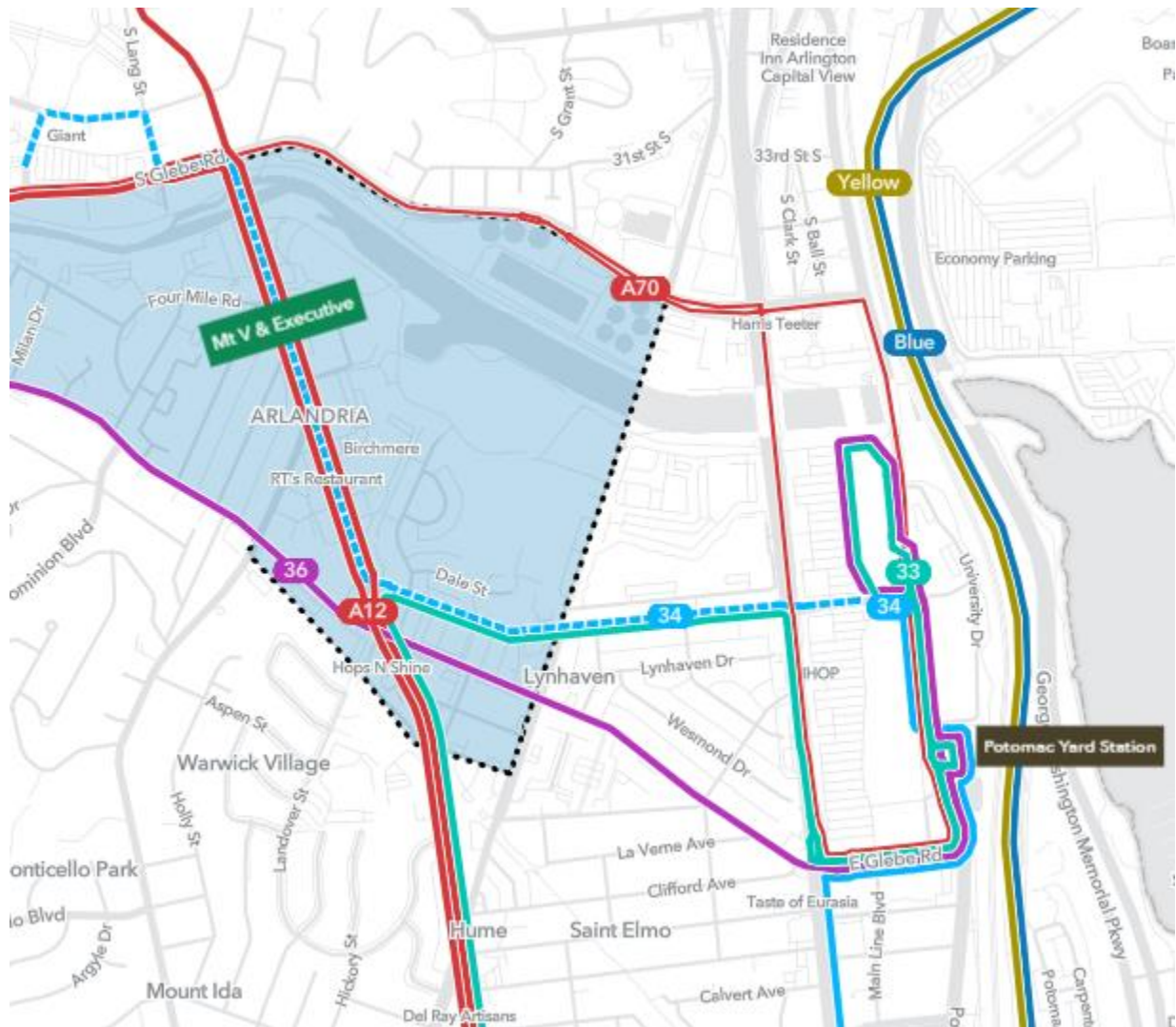
Scenario	Buses Req'd	Net Hours	Annual Subsidy Impact	Jobs Accessible in 45 minutes	Rider Impact Rating (4 Stars = Best)
1 (No Change)	0	0	\$0	365,625	
2 (Line 33 Re-Route)	+1	5,730	+\$573,000	365,698	★ ★
3 (Line 36 Re-Route)	+2	12,200	+\$1,220,000	367,559	★ ★ ★
4 (Line 34 Extension)	+1	6,040	+\$604,000	365,853	★ ★ ★ ★

As mentioned previously, cost notwithstanding, Scenario 2 presents the most novel one-seat & frequent travel opportunities to the Arlandria area at a level of convenience unparalleled by any existing option today, but at a significant cost relative to the other scenarios. There is currently no one-seat, and sometimes not even a 2-seat, option for access to some points on the 36 like Alexandria Hospital and Bradlee Center. However, in addition to the significant cost and resource requirements, this option also has a negative time impact on a developing market of transit riders that have begun using the 36A/B since the opening of the Potomac Yard Metro Station. Also, such a deviation will negatively impact the time competitiveness of 36A/B versus driving, which is an important metric in the scoring of this service relative to other projects competing for I-395 Commuter Choice funding. Increased travel times from the West End to Potomac Yard Metro Station could jeopardize that funding, which supplements city funds to improve the frequency on these routes.

In Scenario 4, DASH staff proposes an addition to an existing route instead of a deviation from that route, so current passengers will not face any delay to their current trips. The downside of this scenario is that the travel patterns enabled by this addition would be largely redundant to existing Metrobus 10A/10B service which also runs from Arlandria to central Old Town, which could make it a less appealing use of limited public dollars. In spite of this, the scenario does still post modest improvements in access to employment opportunities, indicating some utility of the service beyond its free fare.

As with all of the scenarios involving service changes, DASH would require both capital for peak bus expansion, and operating support for the costs of operating the additional bus(es).

Figure 5 - Scenario 4: Line 34 Bidirectional Extension to Arlandria (Staff Recommendation)



Appendix A | Service Access Evaluation

The compact nature of the Arlandria area causes calculations of network-level equity and access statistics to hide the scope of the potential service improvements under each scenario; therefore, the data tables provide statistics for the free network only (DASH routes only), whereas the travel time analysis attempts to show how many more residents can access jobs within the DC area considering each set of proposed changes.

The data tables indicate jobs and people that can access the service, whereas the maps illustrate how far those people can travel at noon on a weekday to jobs located throughout the region with each network scenario.

Scenario 1 Coverage – Existing Service

Within ¼ mile of existing free transit route network:

	Arlandria Routes	Alexandria
Population	68,200	157,400
Transit Accessible Jobs	39,300	83,200
% People in Poverty	7%	8%
% Non-White or Hispanic/Latino origin	42%	50%

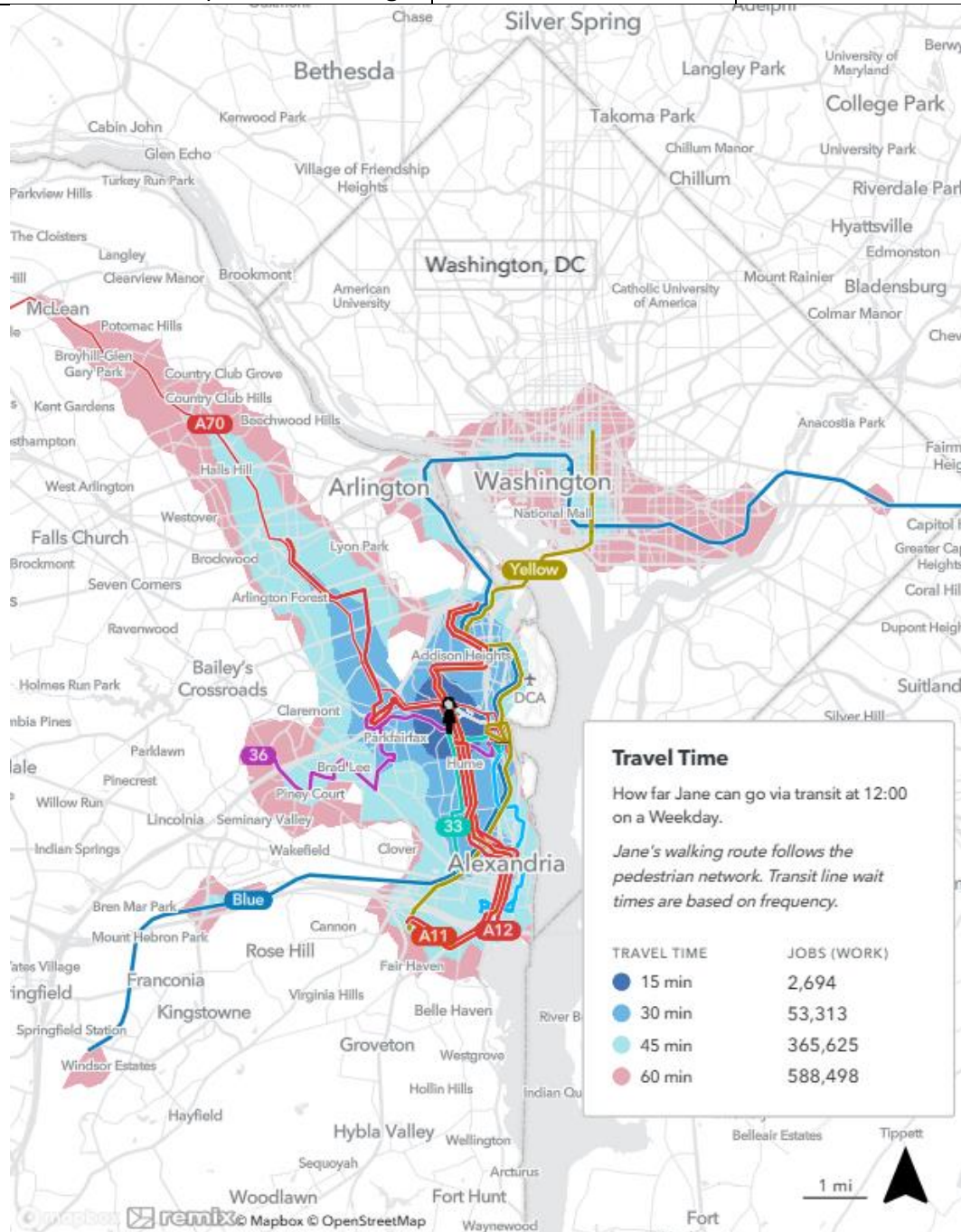


Figure 5 Commute Times via Existing Transit Options from Mt Vernon & Executive (Including new WMATA A70)

Scenario 2 Coverage – Line 33 deviation via Mount Vernon Ave/S Glebe Rd

Within ¼ mile of new transit route network with Line 33 change implemented (free routes only):

	Arlandria	Alexandria
Population	70,700	157,400
Transit Accessible Jobs	41,000	83,200
% People in Poverty	7%	8%
% Non-White or Hispanic/Latino origin	43%	50%

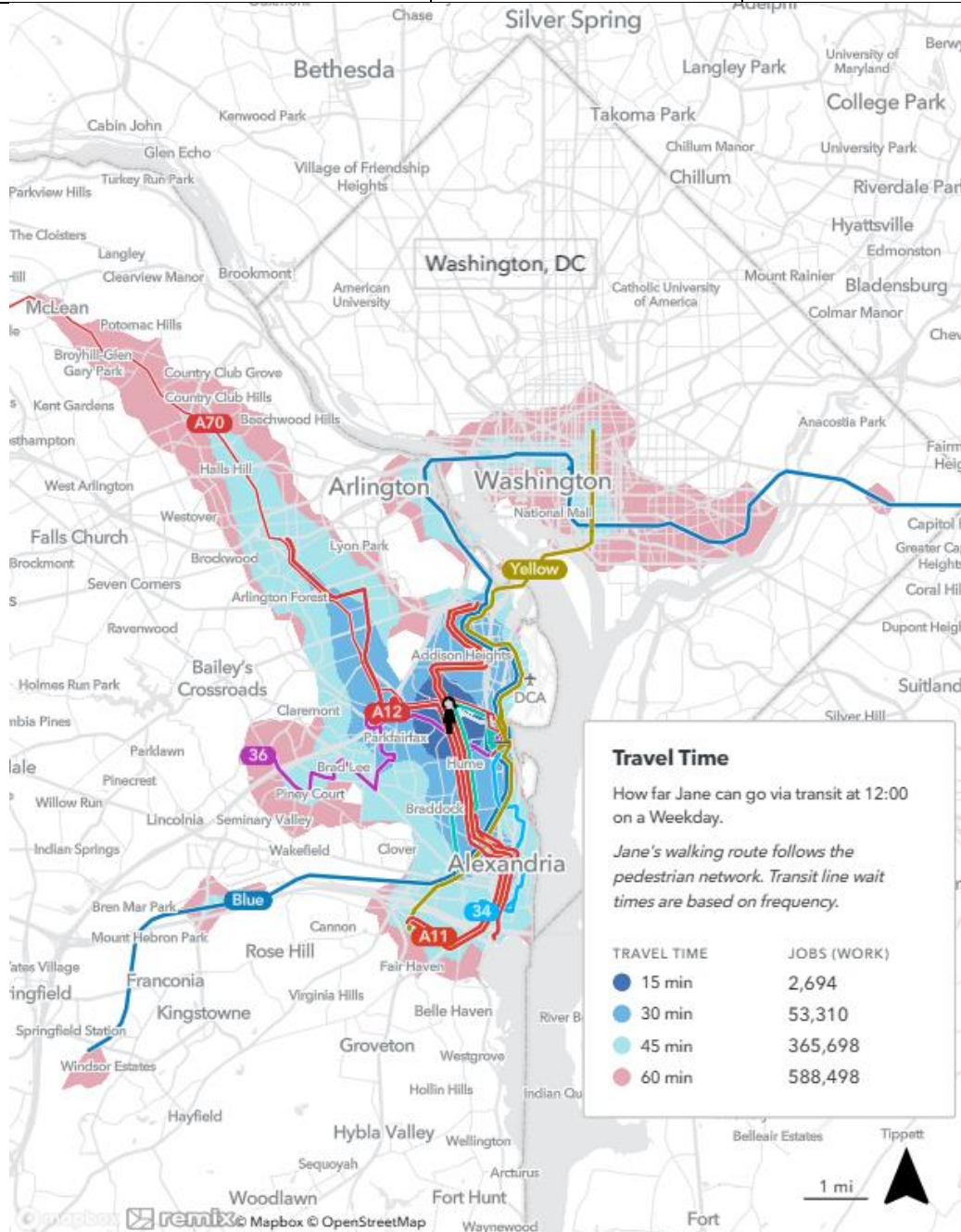


Figure 6 Jobs Access via Transit – Scenario 2

Scenario 3 Coverage – Line 36 Deviation via Executive Ave/Russell Rd

Within ¼ mile of new transit route network with Line 36 change implemented (free routes only):

	Arlandria	Alexandria
Population	68,600	157,400
Transit Accessible Jobs	39,400	83,200
% People in Poverty	7%	8%
% Non-White or Hispanic/Latino origin	43%	50%

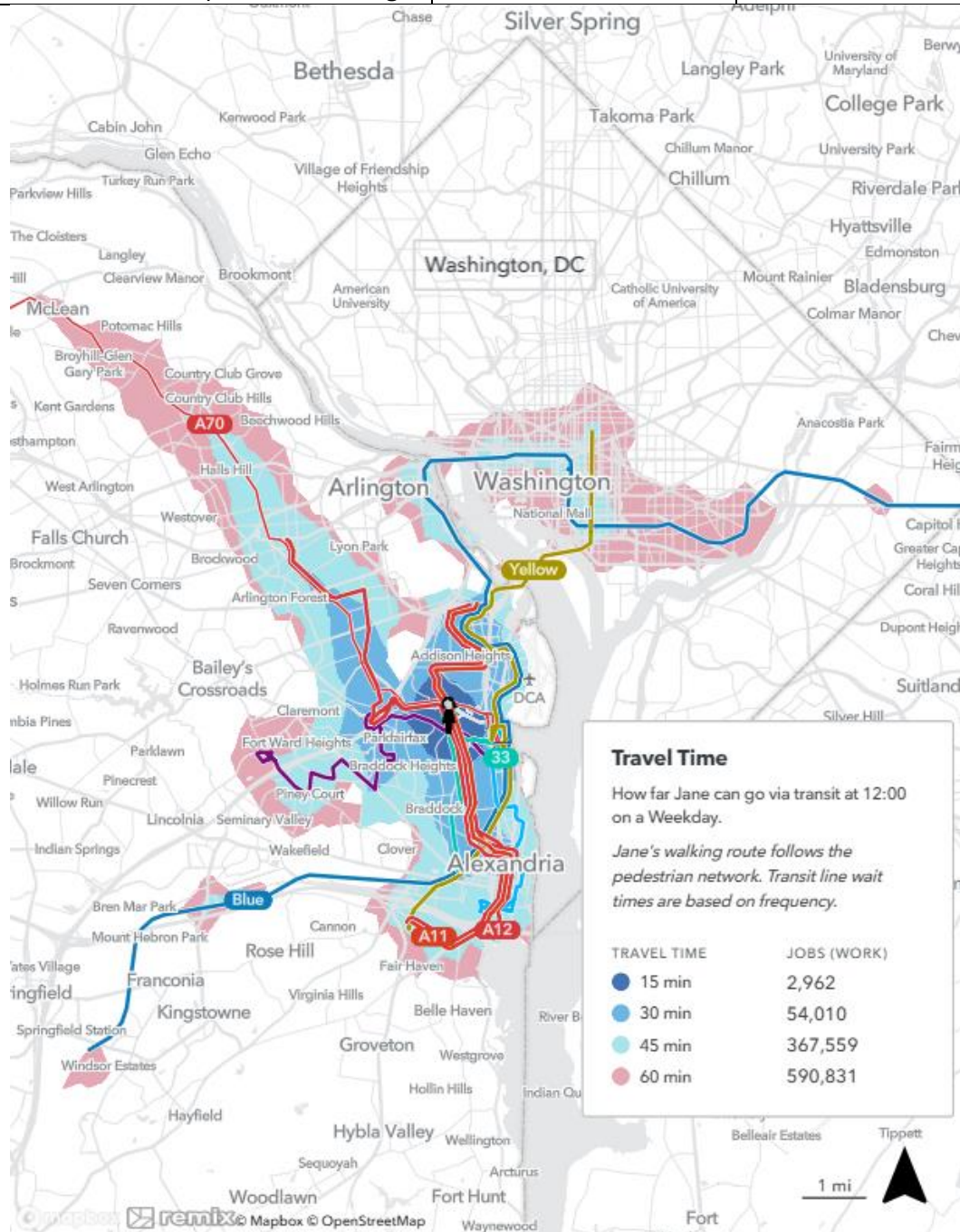


Figure 7 Jobs Access via Transit - Scenario 3

Scenario 4 Coverage – Line 34 Extension to Arlandria

	Arlandria	Alexandria
Population	70,200	157,400
Transit Accessible Jobs	40,900	83,200
% People in Poverty	7%	8%
% Non-White or Hispanic/Latino origin	43%	50%

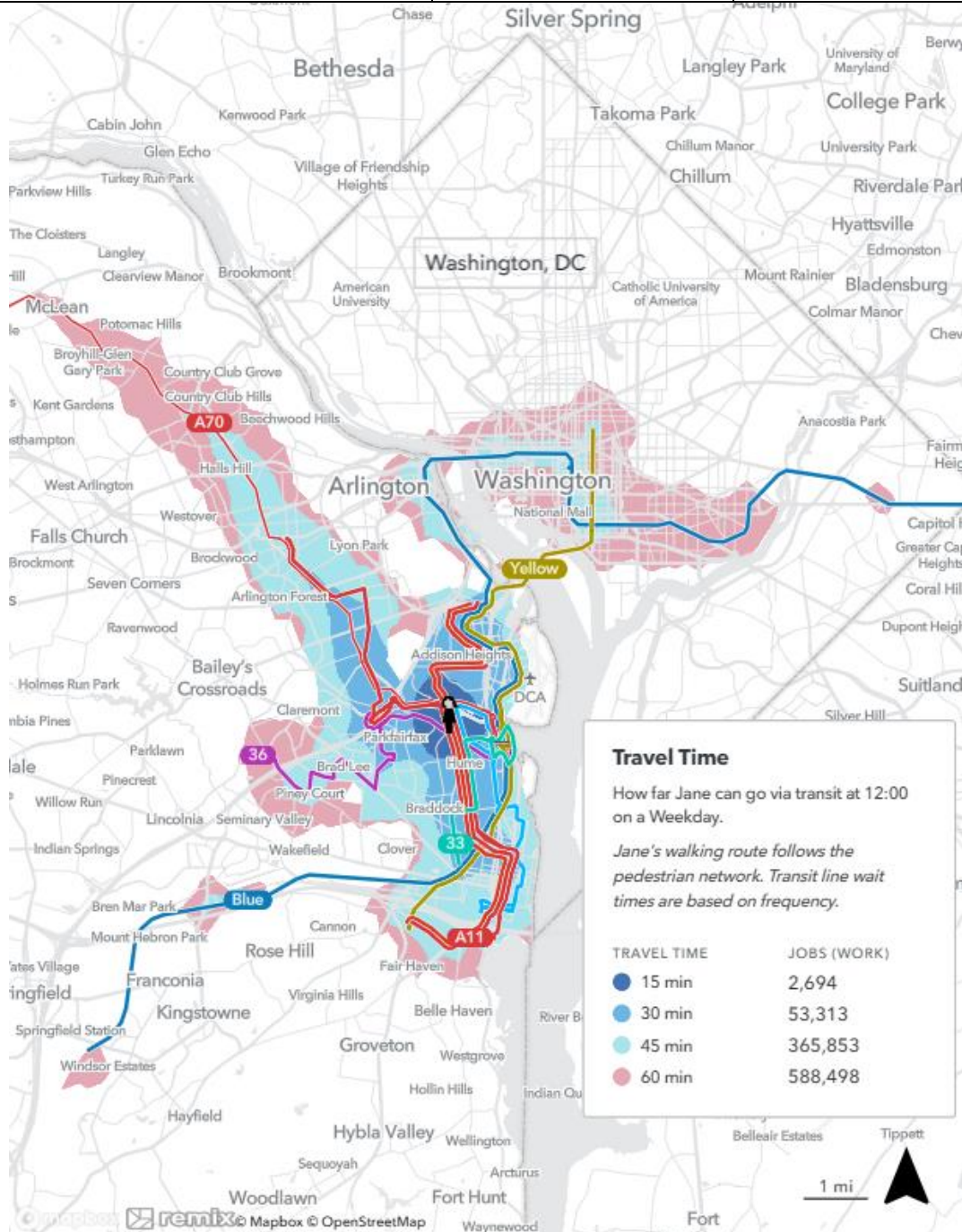


Figure 8 Jobs Access via Transit - Scenario 4

Appendix C:

WMATA Better Bus Network Redesign Project

Appendix C - WMATA Better Bus Network Redesign Project Summary

The WMATA Board of Directors will be approving the final 2025 Better Bus Network Redesign (BBNR) recommendations later this month. The plan represents a comprehensive, multi-year effort to overhaul the regional Metrobus network with major changes to route numbers, route structures and service level changes. The first implementation phase, known as the “Year One” Network, will be implemented at the start of FY 2026. WMATA has coordinated closely with DASH, city staff and other regional partners throughout this process and the planned changes are largely consistent with the goals and objectives adopted in the Alexandria Transit Vision Plan and Alexandria Mobility Plan.

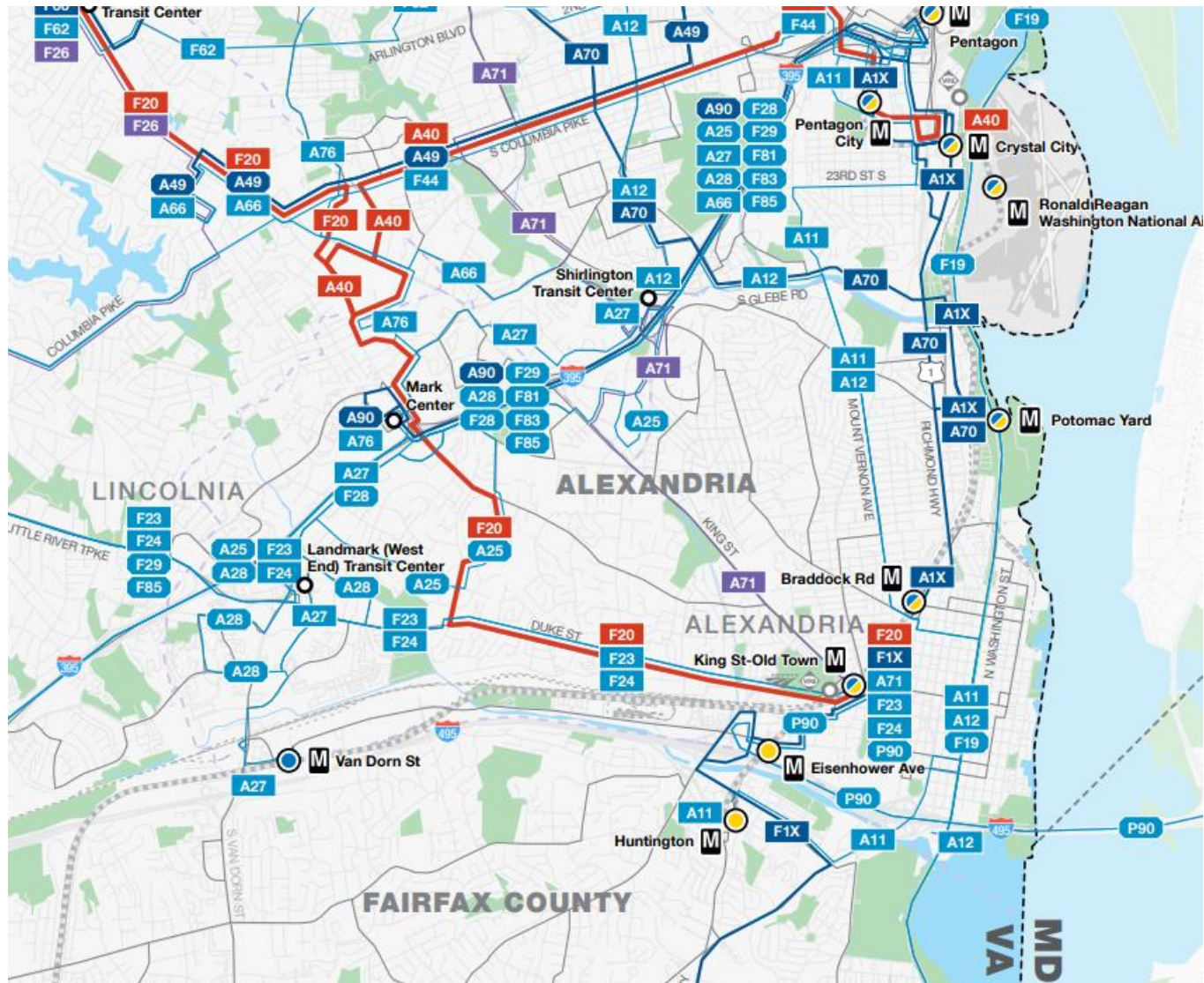
The following attachments include maps and descriptions of the planned network changes in and around the City of Alexandria. Additional maps and information may be found at the project website - <https://www.wmata.com/initiatives/plans/Better-Bus/Resources.cfm>.

The following list summarizes the major changes to Metrobus routes in Alexandria:

- Existing high-frequency Metrobus routes in Alexandria will be maintained with new route numbers (e.g. 10A/B > “A11/A12”, 28A > “F20”, Metroway > “A1X”, REX > “F10”).
- New “A25” route will consolidate existing Metrobus 8W and 22F weekday peak service. The new route will maintain existing service on Taney Avenue and N. Van Dorn Street, but will be realigned in Parkfairfax to stay on Quaker Lane.
- New routes connecting Alexandria and Arlington, similar to those identified in the 2030 Alexandria Transit Vision Plan:
 - “A70” route will connect Potomac Yard to Ballston and Tysons Corner. Route will travel via Richmond Highway and East Glebe Road to get to Potomac Yard Metro.
 - “A71” route will connect King St. Metro to Parkfairfax, Shirlington and Ballston. Routing will serve Bradlee Shopping Center and ACHS King Street campus.
- Several Metrobus segments will be discontinued due to low ridership. Riders will be able to use the alternative routes listed below:
 - Metrobus 22A removed from Valley Drive and Gunston Road in Parkfairfax (*Alternative - DASH Line 36B*)
 - Metrobus 23A/B removed from Martha Custis, Glebe and Mount Vernon Avenue (*Alternatives – DASH Line 36B, Metrobus A11/A12*)

In addition to the route renumbering, WMATA is also planning to replace and update all Metrobus stop signs throughout the region. At this time, DASH is not planning to replace the bus stop signs or modify the route numbers that were implemented as part of the New DASH Network in September 2021. For more information, please visit: <https://www.wmata.com/initiatives/plans/Better-Bus/>.

WMATA Better Bus Network Redesign – City of Alexandria | June 2025



Source: <https://www.wmata.com/initiatives/plans/Better-Bus/Resources.cfm>

Find Your Route in the 2025 Network

This crosswalk can help you find the 2025 Better Bus Network route(s) that would be most useful to you. Not all current routes have a matching route in the 2025 Network; this crosswalk lists the closest route(s) in the area.

Metrobus

Current Route Similar 2025 Network Routes

1A	F60, A58, F62
1B	F62, F60, A58
1C	F60, F62
2A	F50
2B	F50, F64, F60
3F	A58
3Y	A58
4B	F62
7A	A27
7M	A90
8W	A25
10A	A11
10B	A12
11Y	F19
16A	F44, A40
16C	A49, A66, F44, A40
16E	A40, A49, F44, A66
16M	A40
16Y	A49
17B	F28, F29
17G	F29, F28
17K	F28, F29
17M	F29
18G	F83
18J	F81
18P	F81
21C	A28
22A	A71, A66

Current Route Similar 2025 Network Routes

22F	A25, A66, F20
23A	A70, A11
23B	A70, A12, A11
23T	A70, A12
25B	A76
26A	F26, F44, F20
28A	F20
28F	A27, A40
29G	F85, F44
29K	F23, F24
29N	F24, F23
31	D80, D82
32	D10, D1X
33	D80, D82, D12
36	D1X, D10
38B	A58
42	D72, D74, D96, D70, D10
43	D72, D74, D96, D70, D10
52	D50, D5X
54	D50, D5X
59	D50, D5X
60	D74, D44
62	C75
63	C75, D44
64	D44
70	D40, D4X
74	D40, C55
79	D4X, D40

Find Your Route in the 2025 Network

This crosswalk can help you find the 2025 Better Bus Network route(s) that would be most useful to you. Not all current routes have a matching route in the 2025 Network; this crosswalk lists the closest route(s) in the area.

Metrobus

Current Route Similar 2025 Network Routes

80	D30
83	P10, P1X, M44
86	P10, P1X
89M	P12
90	C51, C53
92	C53, C51
96	C51, C57, D24
A2	C13, C15, C17, C11
A4	C11, C17, C27
A6	C13, C15, C11, C27, C17
A7	C13, C15, C11, C27, C17
A8	C11, C17, C13, C15
A12	P60, P61
A31	C31
A32	C53, D10
A33	C31, C53, C25, C26, C29
B2	C41, C15
B21	P71
B22	P71
B24	P23, P71
B27	P24, P20
C2	M12, P31, P32
C4	M12
C8	M42, M44
C11	P85
C12	P83
C13	P85
C14	P83

Current Route Similar 2025 Network Routes

C21	P73, P63, P55
C22	P73, P63, P55
C26	P72
C29	P73, P72, P63, P55
D2	D96
D4	D36, C71
D6	D24, D94
D8	D36, C71
D12	P94, P96, P93, P95, P90
D14	P87, P96, P97
D31	C87
D32	C61, D72
D33	D60, D6X, C81, C87
D34	C81
D51	D96, D94, C21, C53, C37
E2	C71
E4	C83, C81, C71
F1	P42, P43, D34, P33
F4	P30
F6	P31, P32, P35
F8	P43, P32, P22, P10
F12	P44
F13	P22, P23
F14	P63, P61, P60
G2	C91
G8	D32, D34
G12	P21, P20
G14	P20, P24, P21

Find Your Route in the 2025 Network

This crosswalk can help you find the 2025 Better Bus Network route(s) that would be most useful to you. Not all current routes have a matching route in the 2025 Network; this crosswalk lists the closest route(s) in the area.

Metrobus

Current Route Similar 2025 Network Routes

H12	P86, P96
H2	C61
H4	C61, D72
H6	C63
H8	D74
H9	D74
J1	M70
J2	M70
J12	P63, P61, P76, P66
K2	C77
K6	M60, M6X
K9	M6X, M60
K12	P66, P62, P64, P76
L2	D70, D72, D74
L8	M22
L12	P41, P52
M4	C81, C83, C85
M6	C37, C23
Metroway	A1X
N2	D90, D96
N4	D90, D96
N6	D90, D96
NH1	P93, P94, P88, P90
NH2	P94, P90
P6	D34, C11, D30
P12	P60, P93
P18	P97
Q2	M10, M20

Current Route Similar 2025 Network Routes

Q4	M10, M20
Q6	M10
R1	P15, P16
R2	P15, P16
R4	P33
R12	P14
REX	F1X
S2	D60, D6X
S9	D6X, D60
S35	C37, C35
S41	C57, D36
T2	M82
T14	P42, P40
T18	P40
U4	C33
U5	C37
U6	C22, C35
U7	C35
V2	C31
V4	C31
V7	C21, C23
V8	C21, C23
V12	P61, P62
V14	P62
W1	C27, C17
W2	C29, C17, C27
W3	C29, C17, C27
W4	C21, C23, D24

Find your Route in the 2025 Network

This crosswalk can help you find the 2025 Better Bus Network route(s) that would be most useful to you. Not all current routes have a matching route in the 2025 Network; this crosswalk lists the closest route(s) in the area.

Metrobus

Current Route Similar 2025 Network Routes

W5	C27, C21
W6	C25, C26, C23, C29
W8	C25, C26, C23, C29
W14	P95
W45	D60, D6X, C81, C87, D72
W47	C61
X2	D20, D2X, C57
X3	C57, D36
X8	C43
X9	D2X, D20, C57
Y2	M22, M20
Y7	M22, M20
Y8	M22, M20
Z2	M52
Z6	M52, M54
Z7	M52
Z8	M52, M54, P11

TheBus

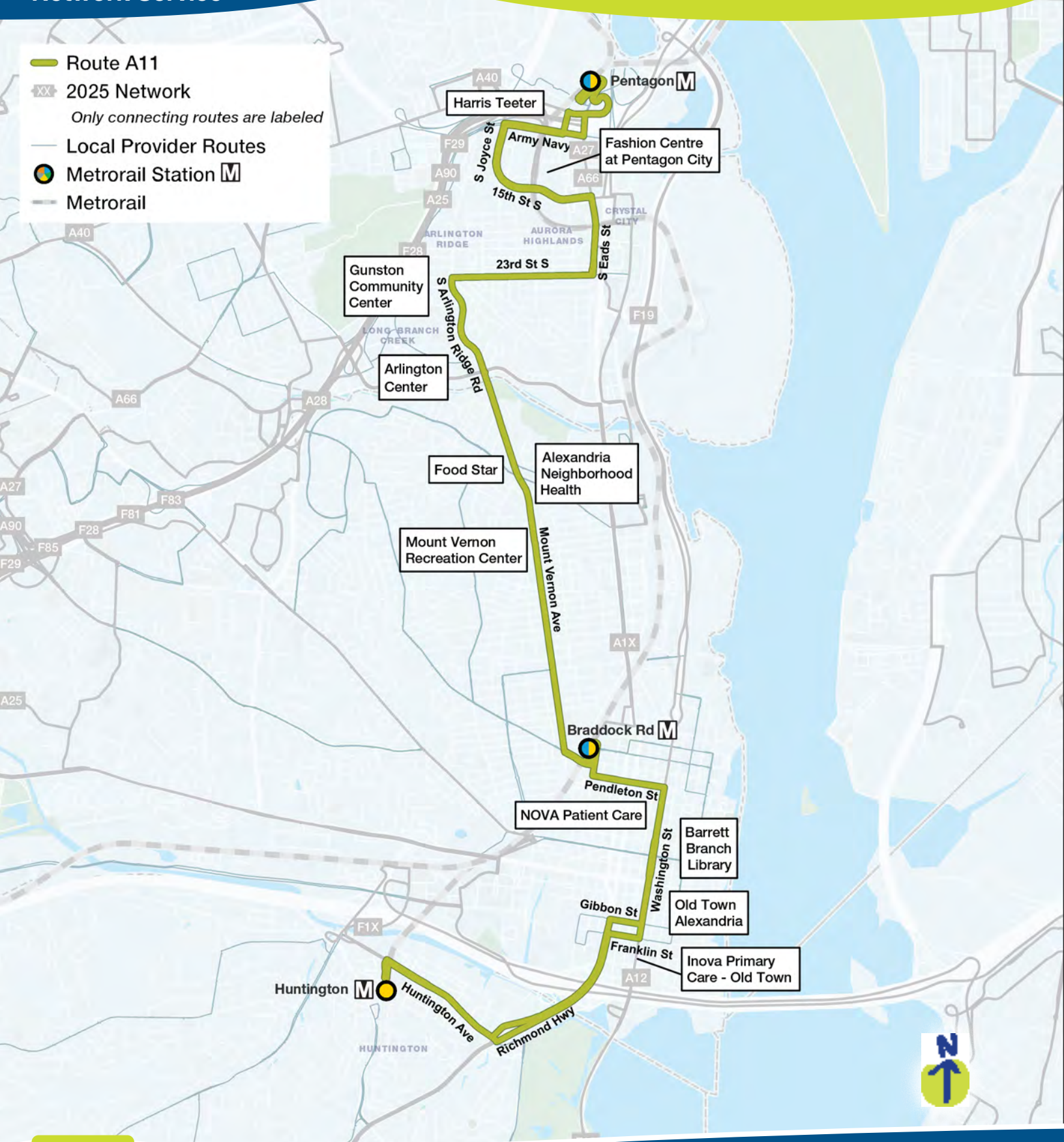
Current Route Similar 2025 Network Routes

11	P21
13A	P32, P10, P43
14	P30, P35, P31
15X	P20, P24
16	P22, P20, P14
17	P10, P11, P1X
18	P43, P22
19	P32, P10, P43
20	P76, P60
21	P53, P5X, P61, P52
21X	P5X, P53
23	P54, P55
24	P65, P64
26	P56
28	P57, P41, P52
30	P85
32	P86, P96
33	P88
34	P83
35	P87, P94, P95, C11, P90
36	P84
37	P95, P96, P88
51X	P78
53	P77

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 10A*

- Route A11
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail



Frequency

Weekdays					
Hours of operation: 4:30 a.m. – 2:00 a.m.					
Early Morning 4:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 2:00 a.m.
30 min.	30 min.	30 min.	30 min.	30 min.	45 min.

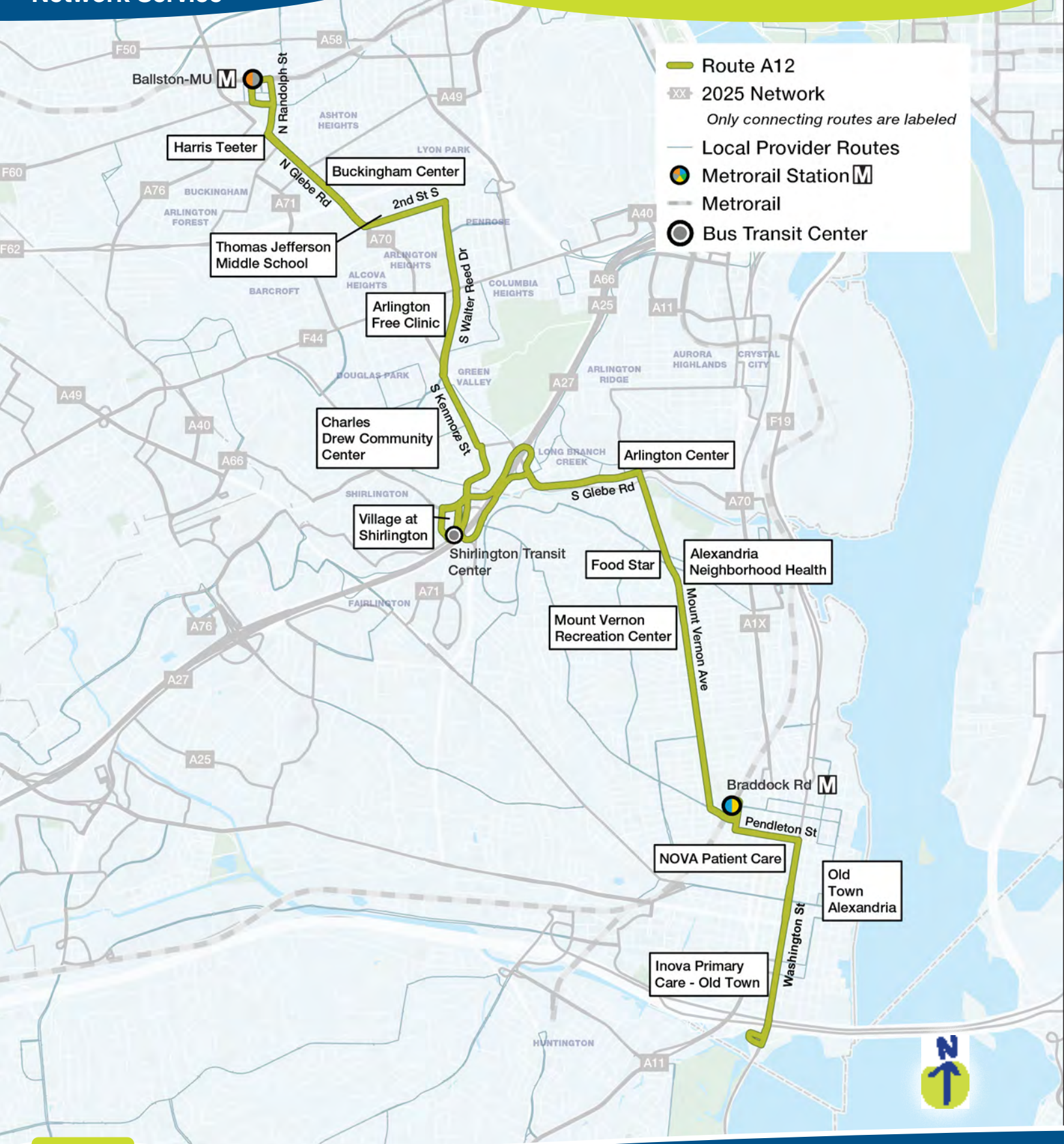
Saturday			Sunday		
Hours of operation: 5:30 a.m. – 2:00 a.m.			Hours of operation: 5:30 a.m. – 1:30 a.m.		
Early 5:30 - 6:00 a.m.	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 2:00 a.m.	Early 5:30 - 6:00 a.m.	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 1:30 a.m.
30 min.	30 min.	30 min.	–	60 min.	60 min.

Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 10B*



Frequency

Weekdays					
Hours of operation: 5:30 a.m. - 12:00 a.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 12:00 a.m.
30 min.	30 min.	30 min.	30 min.	30 min.	60 min.

Saturday			Sunday		
Hours of operation: 6:00 a.m. - 12:00 a.m.			Hours of operation: 6:00 a.m. - 10:00 p.m.		
Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 12:00 a.m.	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 - 10:00 p.m.
–	30 min.	60 min.	–	30 min.	60 min.

Frequencies shown are averages

Cost to ride: Regular Fare



A1X**Pentagon City-Potomac Yard****2025 Better Bus
Network Service**Compare to existing routes:
Metroway***Frequency**

Weekdays Hours of operation: 5:30 a.m. - 10:00 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 - 10:00 p.m.
20 min.	12 min.	12 min.	12 min.	12 min.	20 min.

Saturday Hours of operation: 6:30 a.m. - 10:30 p.m.			Sunday Hours of operation: 7:30 a.m. - 10:00 p.m.		
Early No Service	Daytime 6:30 a.m. - 9:00 p.m.	Late 9:00 - 10:30 p.m.	Early No Service	Daytime 7:30 a.m. - 9:00 p.m.	Late 9:00 - 10:00 p.m.
-	20 min.	20 min.	-	20 min.	20 min.

Frequencies shown are averages

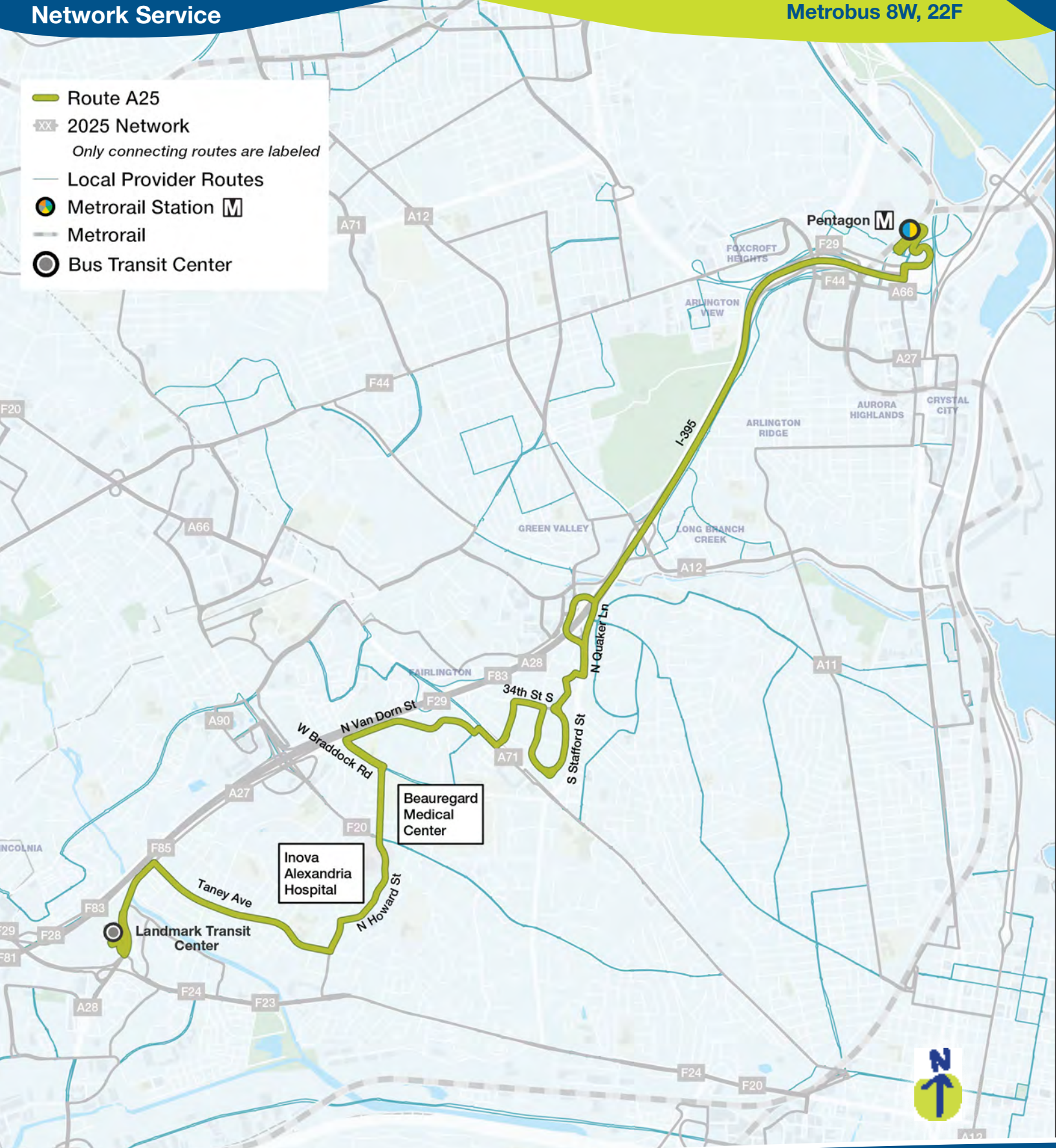
Cost to ride: Regular Fare

**Part of 20-minute
Frequent Service Network**

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 8W, 22F

- Route A25
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center



Frequency

Weekdays					
Hours of operation: 6:00 a.m. - 8:30 a.m.; 4:00 p.m. - 7:00 p.m.					
Early Morning No service	Morning Rush 6:00 - 8:30 a.m.	Midday No service	Afternoon Rush 4:00 - 7:00 p.m.	Evening No service	Late Night No service
—	30 min.	—	30 min.	—	—

Saturday			Sunday		
Hours of operation: None			Hours of operation: None		
Early No service	Daytime No service	Late No service	Early No service	Daytime No service	Late No service
—	—	—	—	—	—

Frequencies shown are averages

Cost to ride: Regular Fare

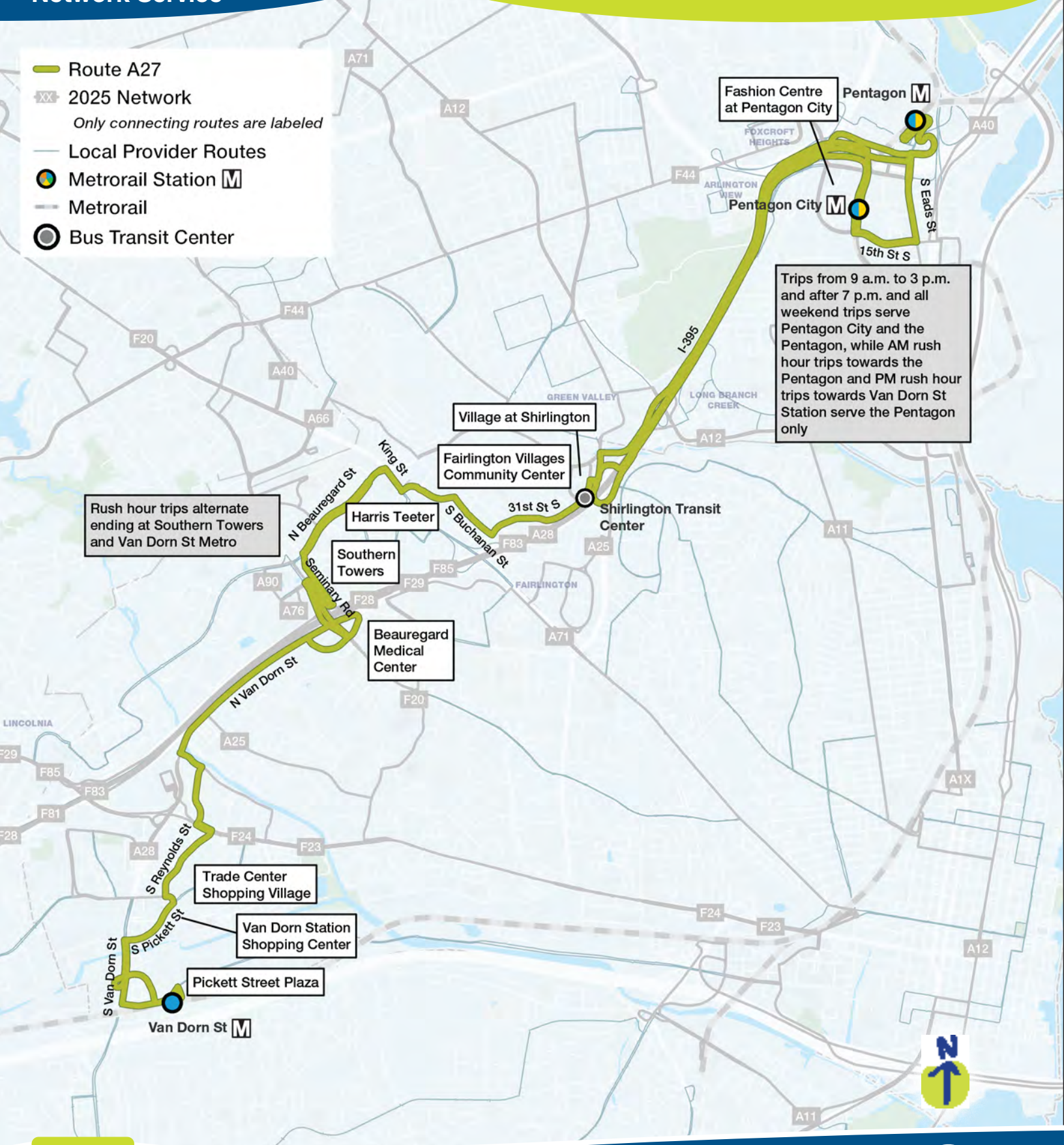
2025 Better Bus Network Service

Compare to existing routes:
Metrobus 7A*

- Route A27
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center

Trips from 9 a.m. to 3 p.m. and after 7 p.m. and all weekend trips serve Pentagon City and the Pentagon, while AM rush hour trips towards the Pentagon and PM rush hour trips towards Van Dorn St Station serve the Pentagon only

Rush hour trips alternate ending at Southern Towers and Van Dorn St Metro



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 7A*

Frequency

	Weekdays					
	Hours of operation: 5:00 a.m. – 2:00 a.m.					
Between these stops:	Early Morning 5:00 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 2:00 a.m.
Van Dorn St. Metro – Southern Towers	30 min.	24 min.	20 min.	24 min.	20 min.	30 min.
Southern Towers – Pentagon Metro	15 min.	12 min.	20 min.	12 min.	20 min.	30 min.

	Saturday			Sunday		
	Hours of operation: 6:00 a.m. – 12:00 a.m.			Hours of operation: 6:00 a.m. – 12:00 a.m.		
Between these stops:	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 12:00 a.m.	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 12:00 a.m.
Van Dorn St. Metro – Southern Towers	–	30 min.	30 min.	–	30 min.	30 min.
Southern Towers – Pentagon Metro	–	30 min.	30 min.	–	30 min.	30 min.

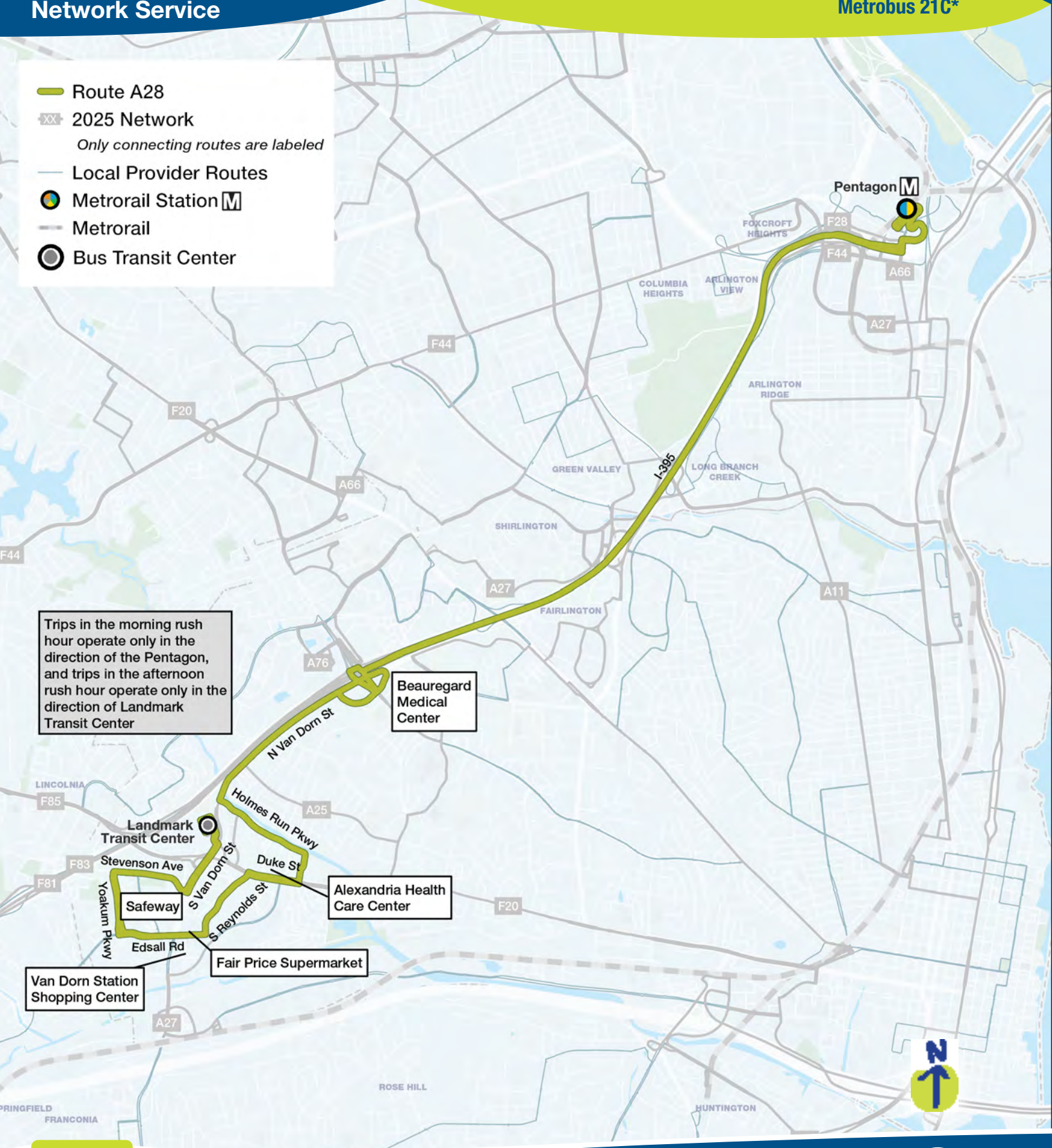
Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 21C*

- Route A28
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center



Trips in the morning rush hour operate only in the direction of the Pentagon, and trips in the afternoon rush hour operate only in the direction of Landmark Transit Center

**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 21C*

Frequency

Weekdays					
Hours of operation: 5:30 a.m. – 8:30 a.m.; 4:00 p.m. – 7:00 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 8:30 a.m.	Midday No Service	Afternoon Rush 4:00 - 7:00 p.m.	Evening No service	Late Night No Service
30 min.	20 min.	–	20 min.	–	–

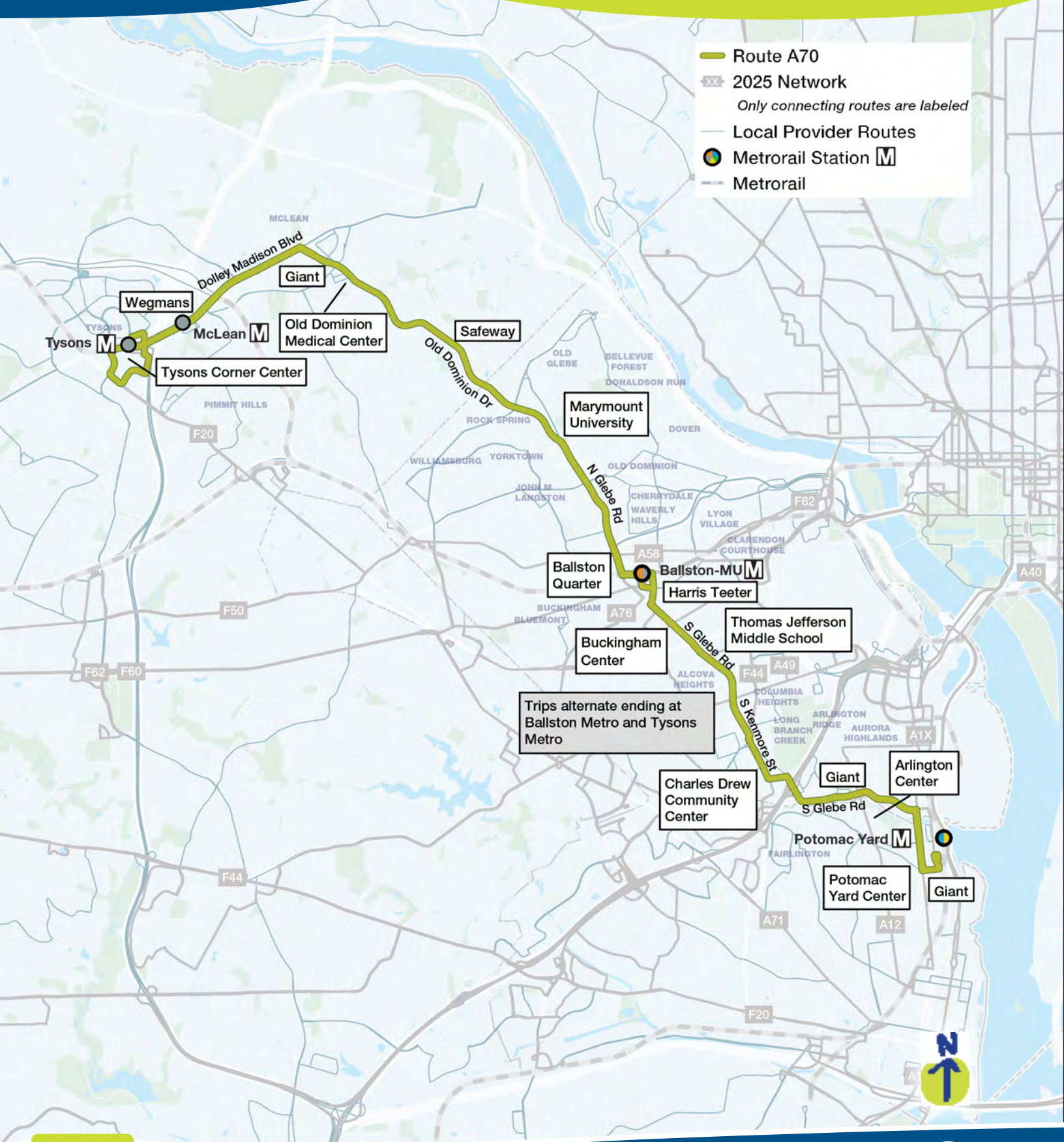
Saturday			Sunday		
Hours of operation: None			Hours of operation: None		
Early No Service	Daytime No Service	Late No Service	Early No Service	Daytime No Service	Late No Service
–	–	–	–	–	–

Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 23A,23B,23T



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 23A,23B,23T

Frequency

	Weekdays					
	Hours of operation: 5:30 a.m. – 12:30 a.m.					
Between these stops:	Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 12:30 a.m.
Tysons Corner Center – Ballston-MU Metro	30 min.	30 min.	30 min.	30 min.	30 min.	60 min.
Ballston-MU Metro – Potomac Yard Metro	15 min.	15 min.	15 min.	15 min.	15 min.	30 min.

	Saturday			Sunday		
	Hours of operation: 6:00 a.m. – 1:00 a.m.			Hours of operation: 6:00 a.m. – 1:00 a.m.		
Between these stops:	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 1:00 a.m.	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 1:00 a.m.
Tysons Corner Center – Ballston-MU Metro	–	30 min.	45 min.	–	30 min.	45 min.
Ballston-MU Metro – Potomac Yard Metro	–	15 min.	23 min.	–	15 min.	23 min.

Frequencies shown are averages

Cost to ride: Regular Fare



Part of 20-minute
Frequent Service Network
between Ballston-MU
Metro and Potomac Yard
Metro

**2025 Better Bus
Network Service**

Compare to existing routes:
Metrobus 22A



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 22A

Frequency

Weekdays					
Hours of operation: 6:30 a.m. - 9:30 p.m.					
Early Morning No Service	Morning Rush 6:30 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 - 9:30 p.m.
–	30 min.	30 min.	30 min.	30 min.	30 min.

Saturday			Sunday		
Hours of operation: 7:30 a.m. – 7:30 p.m.			Hours of operation: 7:30 a.m. – 7:30 p.m.		
Early No Service	Daytime 7:30 a.m. - 7:30 p.m.	Late No Service	Early No Service	Daytime 7:30 a.m. - 7:30 p.m.	Late No Service
–	60 min.	–	–	60 min.	–

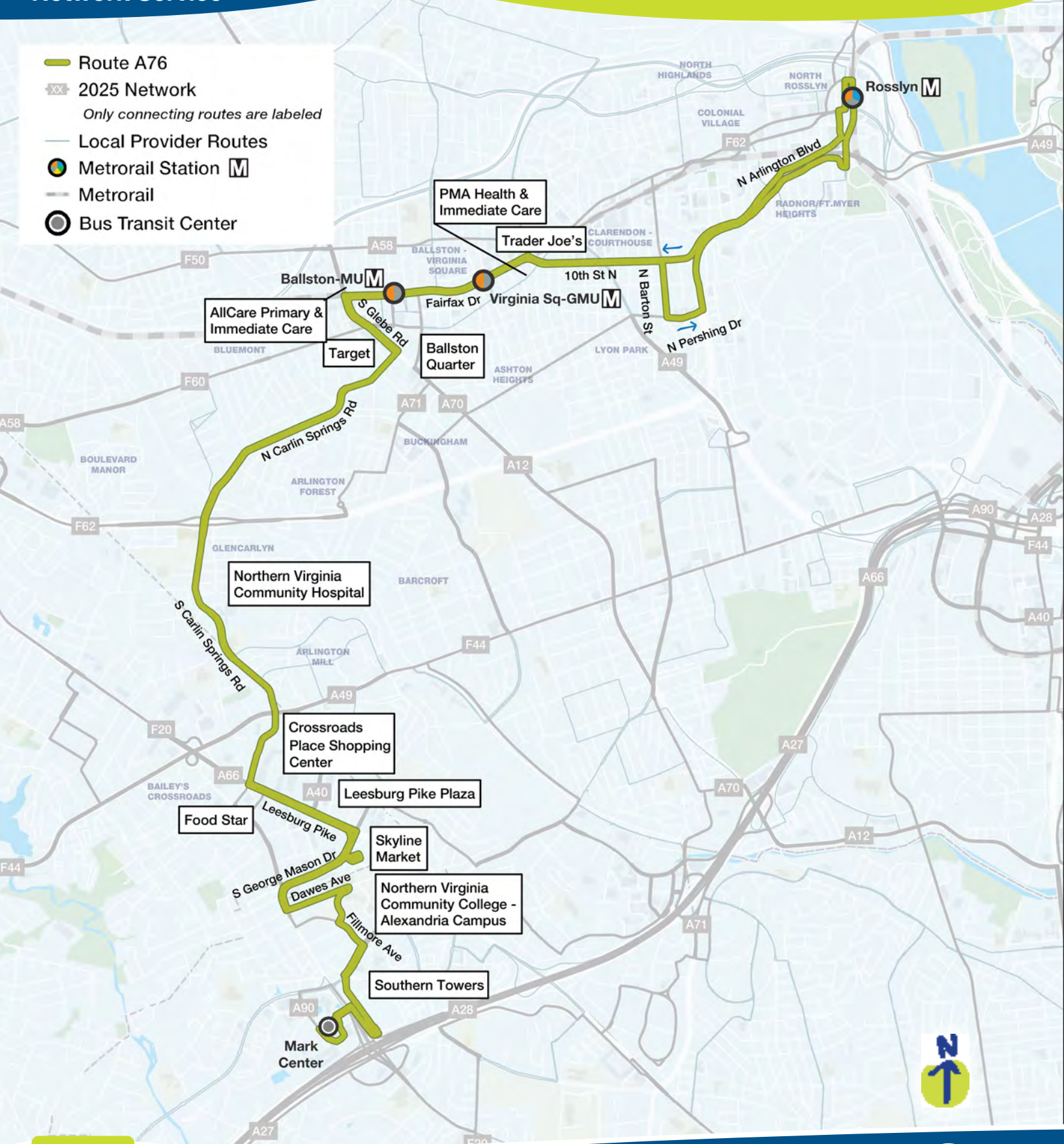
Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 25B

- Route A76
- X- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center



Frequency

Weekdays					
Hours of operation: 5:30 a.m. - 10:00 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 - 10:00 p.m.
30 min.	30 min.	30 min.	30 min.	30 min.	60 min.

Saturday			Sunday		
Hours of operation: 6:00 a.m. - 8:00 p.m.			Hours of operation: 6:00 a.m. - 8:00 p.m.		
Early No Service	Daytime 6:00 a.m. - 8:00 p.m.	Late No Service	Early No Service	Daytime 6:00 a.m. - 8:00 p.m.	Late No Service
—	30 min.	—	—	60 min.	—

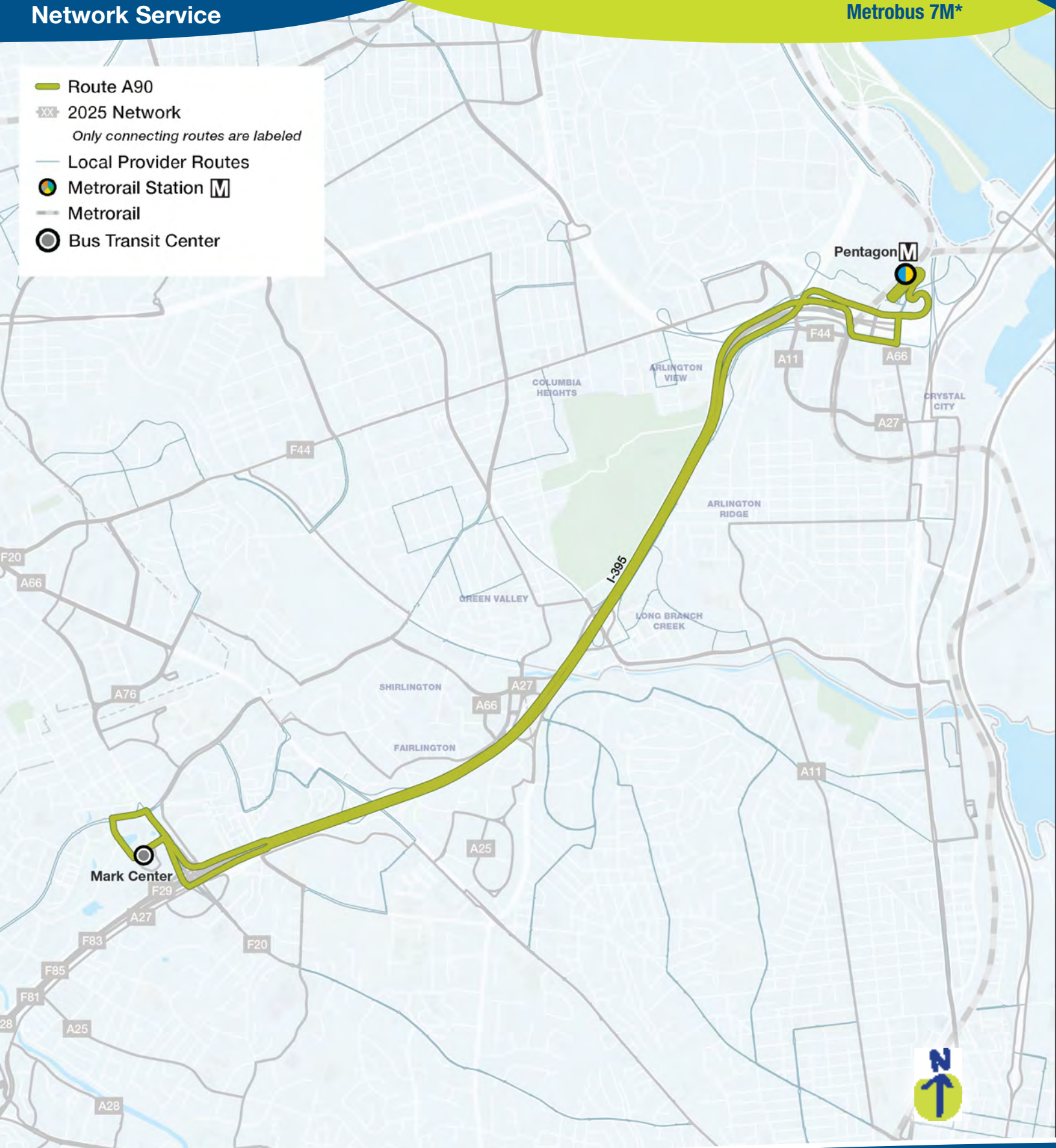
Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 7M*

- Route A90
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 7M*

Frequency

Weekdays					
Hours of operation: 6:00 a.m. – 6:30 p.m.					
Early Morning No Service	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 6:30 p.m.	Evening No Service	Late Night No Service
–	10 min.	15 min.	10 min.	–	–

Saturday			Sunday		
Hours of operation: None			Hours of operation: None		
Early No Service	Daytime No Service	Late No Service	Early No Service	Daytime No Service	Late No Service
–	–	–	–	–	–

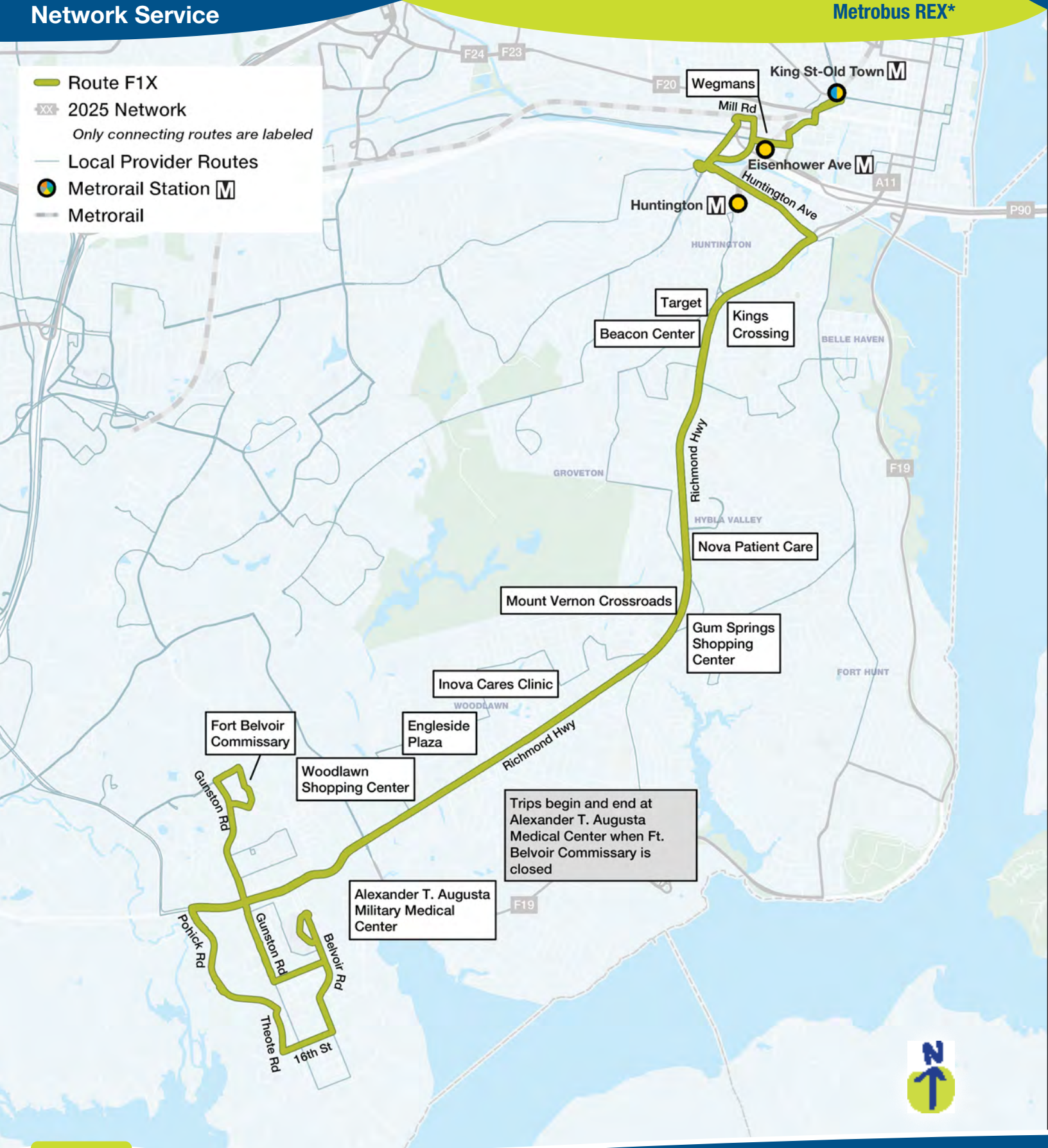
Frequencies shown are averages

Cost to ride: Regular Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus REX*

- Route F1X
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail



Frequency

Weekdays					
Hours of operation: 5:00 a.m. – 11:00 p.m.					
Early Morning 5:00 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 - 11:00 p.m.
15 min.	17 min.	20 min.	15 min.	20 min.	30 min.

Saturday			Sunday		
Hours of operation: 5:30 a.m. - 10:00 p.m.			Hours of operation: 5:30 a.m. - 10:00 p.m.		
Early 5:30 - 6:00 a.m.	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 - 10:00 p.m.	Early 5:30 - 6:00 a.m.	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 - 10:00 p.m.
30 min.	20 min.	30 min.	30 min.	20 min.	30 min.

Frequencies shown are averages

Cost to ride: Regular Fare

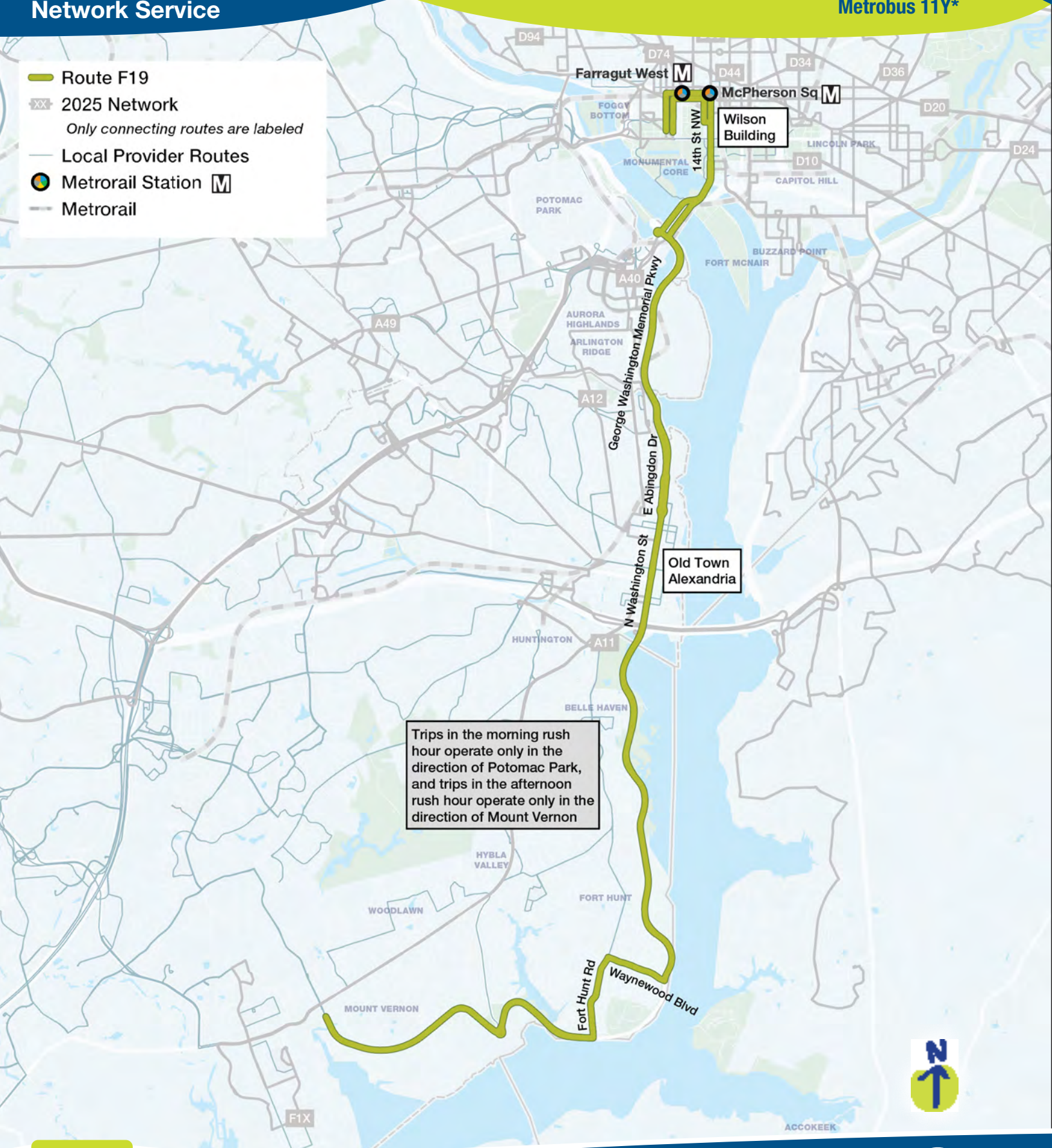


Part of 20-minute
Frequent Service Network

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 11Y*

- Route F19
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 11Y*

Frequency

Weekdays					
Hours of operation: 6:00 a.m. – 8:00 a.m.; 4:00 p.m. – 6:30 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 8:00 a.m.	Midday No Service	Afternoon Rush 4:00 - 6:30 p.m.	Evening No Service	Late Night No Service
–	24 min.	–	24 min.	–	–

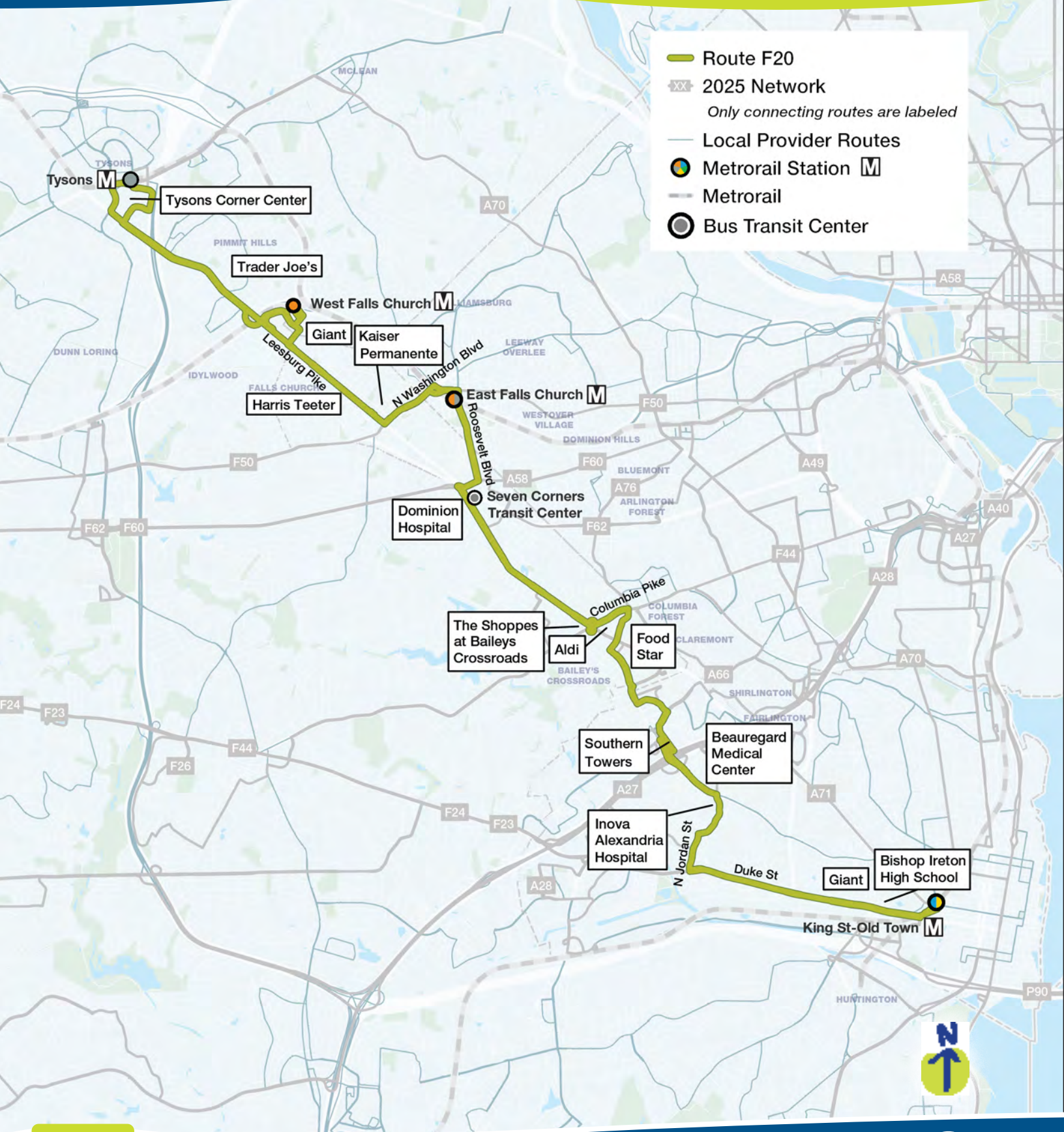
Saturday			Sunday		
Hours of operation: None			Hours of operation: None		
Early No Service	Daytime No Service	Late No Service	Early No Service	Daytime No Service	Late No Service
–	–	–	–	–	–

Frequencies shown are averages

Cost to ride: Express Fare

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 28A*



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 28A*

Frequency

Weekdays					
Hours of operation: 4:30 a.m. – 2:00 a.m.					
Early Morning 4:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 p.m. - 2:00 a.m.
12 min.	12 min.	12 min.	12 min.	12 min.	30 min.

Saturday			Sunday		
Hours of operation: 5:30 a.m. – 1:30 a.m.			Hours of operation: 6:00 a.m. – 1:30 a.m.		
Early 5:30 - 6:00 a.m.	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 1:30 a.m.	Early No Service	Daytime 6:00 a.m. - 9:00 p.m.	Late 9:00 p.m. - 1:30 a.m.
12 min.	12 min.	30 min.	–	12 min.	30 min.

Frequencies shown are averages

Cost to ride: Regular Fare

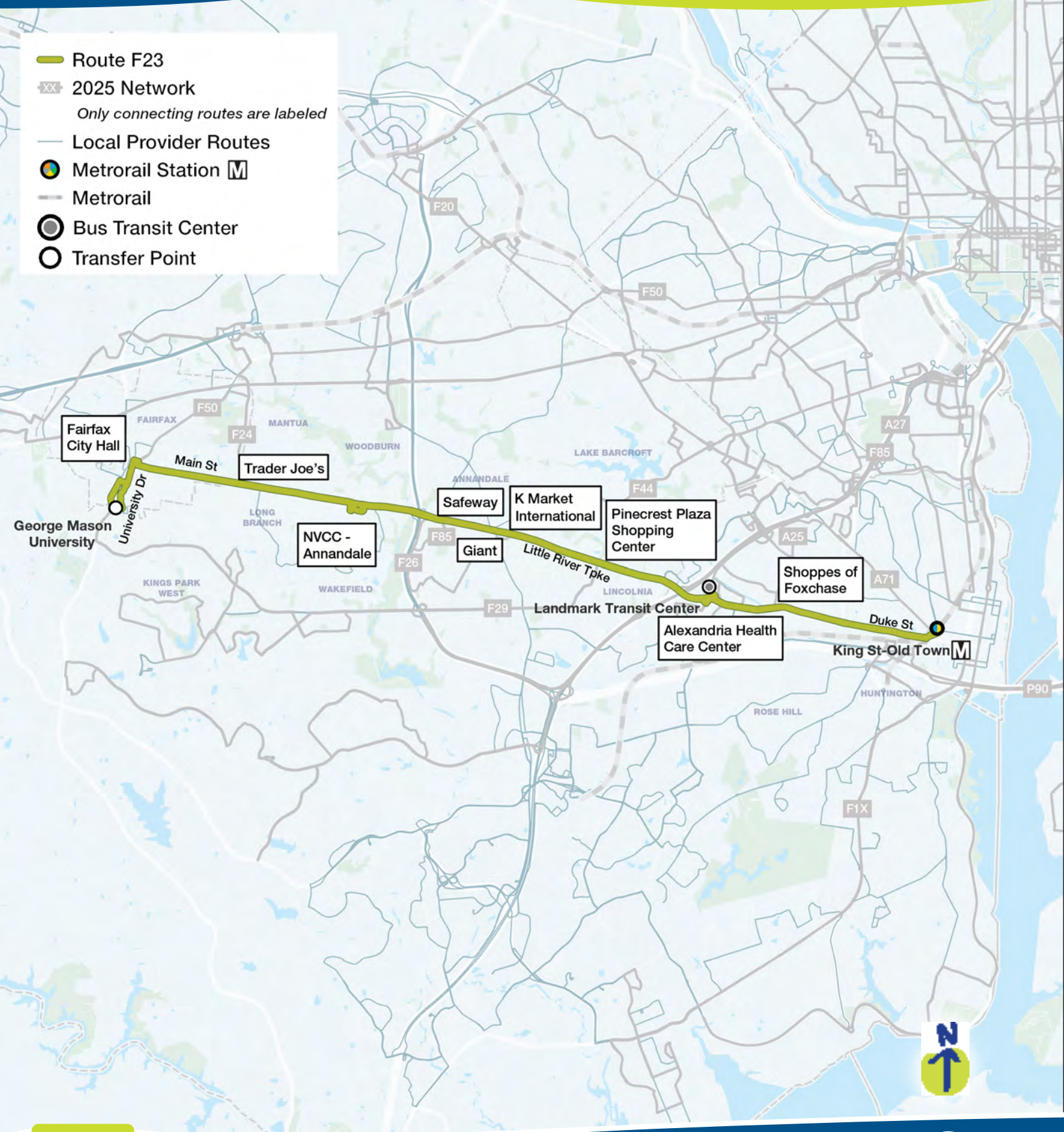


Part of 12-minute
Frequent Service Network

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 29K*

- Route F23
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center
- Transfer Point



Frequency

Weekdays					
Hours of operation: 5:30 a.m. – 10:00 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 - 10:00 p.m.
40 min.	40 min.	40 min.	40 min.	40 min.	40 min.

Saturday			Sunday		
Hours of operation: 6:00 a.m. – 8:30 p.m.			Hours of operation: 6:00 a.m. – 8:30 p.m.		
Early No Service	Daytime 6:00 a.m. - 8:30 p.m.	Late No Service	Early No Service	Daytime 6:00 a.m. - 8:30 p.m.	Late No Service
–	40 min.	–	–	40 min.	–

Frequencies shown are averages

Cost to ride: Regular Fare

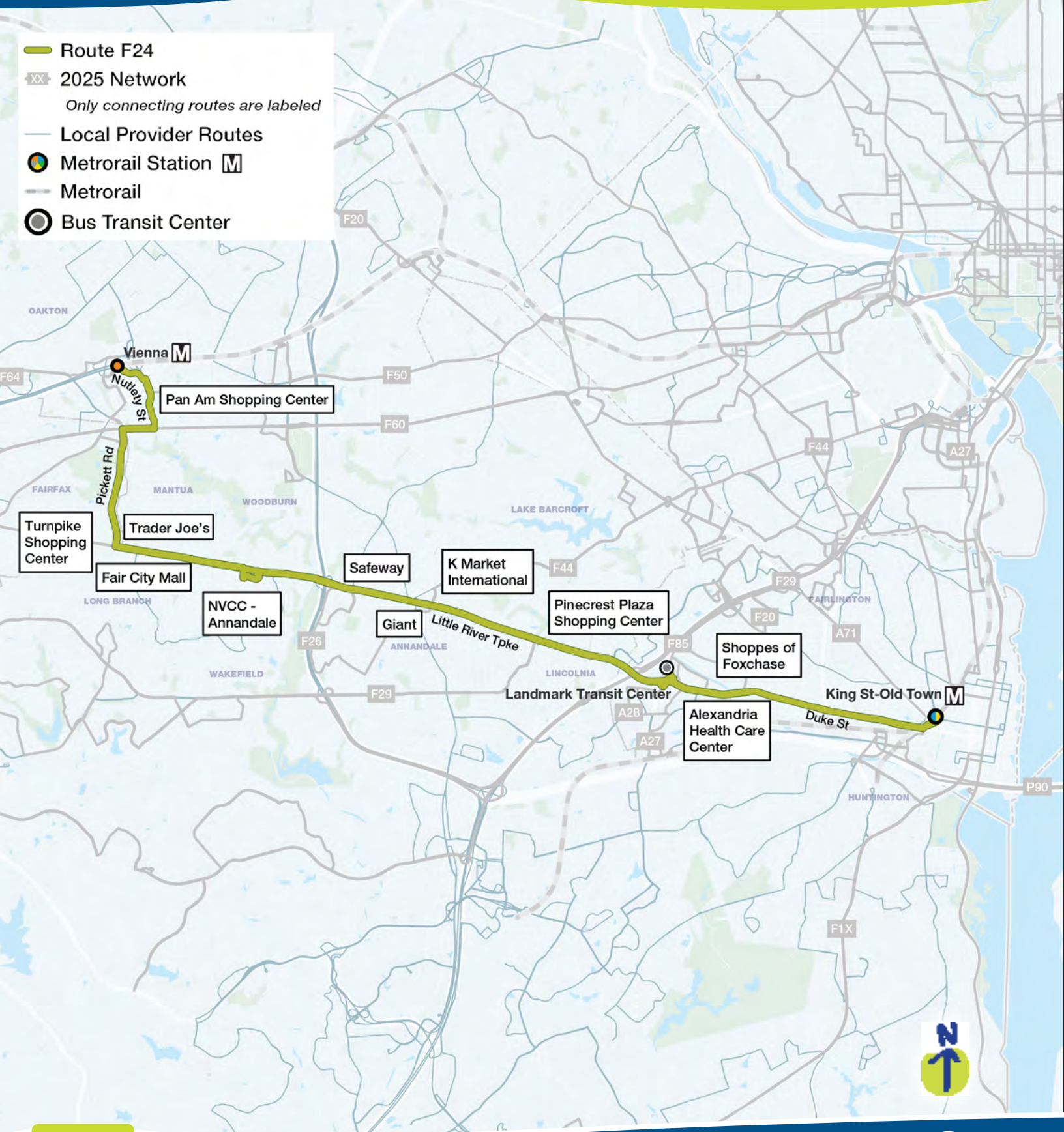


Part of 20-minute
frequent service between
Pickett Road and King St-
Old Town Metro Station,
along with Route F24

2025 Better Bus Network Service

Compare to existing routes:
Metrobus 29N*

- Route F24
- 2025 Network
Only connecting routes are labeled
- Local Provider Routes
- Metrorail Station **M**
- Metrorail
- Bus Transit Center



**2025 Better Bus
Network Service**

 Compare to existing routes:
Metrobus 29N*

Frequency

Weekdays					
Hours of operation: 5:30 a.m. - 10:00 p.m.					
Early Morning No Service	Morning Rush 5:30 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 9:00 p.m.	Late Night 9:00 - 10:00 p.m.
—	40 min.	40 min.	40 min.	40 min.	40 min.

Saturday			Sunday		
Hours of operation: 6:30 a.m. - 9:30 p.m.			Hours of operation: 6:30 a.m. - 9:30 p.m.		
Early No Service	Daytime 6:30 a.m. - 9:30 p.m.	Late No service	Early No Service	Daytime 6:30 a.m. - 9:30 p.m.	Late No service
—	40 min.	—	—	40 min.	—

Frequencies shown are averages

Cost to ride: Regular Fare



Part of 20-minute
frequent service between
Pickett Road and King St-
Old Town Metro Station,
along with Route F23